MEMOIR OF
THE HON.
SIR CHARLES PAGET
G.C.H.

E. C. PAGET

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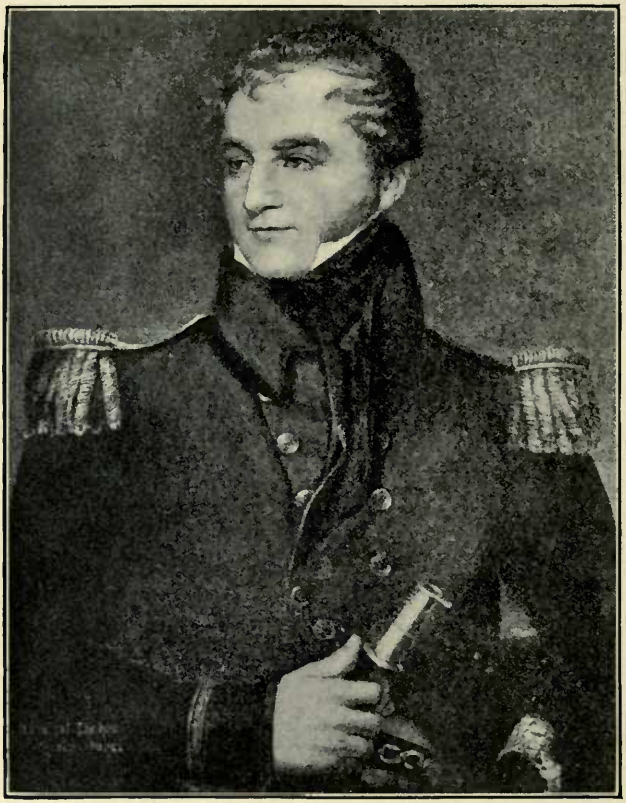
THE HON^{BLE}

SIR CHARLES PAGET, G.C.H.



THE HON. SIR CHARLES PAGET, G.C.H.

VICE-ADMIRAL OF THE WHITE

(Brother of the "Waterloo" Marquess of Anglesey)

MEMOIR OF

THE HONBLE

SIR CHARLES PAGET

G.C.H.

1778–1839

WITH A SHORT HISTORY OF THE PAGET FAMILY

BY THE VERY REV.

EDWARD CLARENCE PAGET, D.D.

DEAN OF CALGARY, CANADA

WITH 13 ILLUSTRATIONS

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PREFACE

A SHORT time ago, in the year 1911, I prepared and had privately printed a Memoir of my grandfather, Vice-Admiral the Honourable Sir Charles Paget, G.C.H.

Since then a good deal of additional information has come to hand, especially with regard to his famous action in rescuing the French man-of-war. In August 1912, being in London, I spent some time in the National Record Office going through the logs of most of the ships commanded by Sir Charles Paget and making extracts from them. Thanks to the interest taken by Admiral Sir William Kennedy and others, communications were opened with the Misses Schetky, daughters of the famous Marine Painter who painted the "Gallant Rescue," and with great thankfulness I am now able to incorporate in the Memoir their most valuable testimony as to the authenticity of the action. In addition to this my cousin Claude Paget has, with great kindness and labour, supplied me with helpful suggestions and a good deal of material. I have also to thank my friend Mrs. Grove, daughter of the late Admiral Oliver, for lending to me and shipping out to Calgary her complete set of the forty volumes of the *Naval Chronicle*, from which several additional facts, references, and letters have been gleaned. I desire also to express my thanks to Mrs. Leopold Paget, of Park Homer, for so kindly allowing me to have her picture of the sixth Baron Paget, which dates from the seventeenth century, copied and photographed for this work.

I have thought it well to preface the Memoir of my grandfather with an outline of the history of the Paget family, and for this I make no apology. The Pagets have played their part, sometimes a not unimportant part, in helping to mould the history and life of the nation from the reign of the second Tudor sovereign to our

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own day. It is true that excellent sketches of the careers of some of the more distinguished members of the family occur in the *Dictionary of National Biography*, but this large and valuable work is not accessible to every one, and, moreover, it partakes somewhat of the impersonal and unemotional character of an encyclopedia. We find that each writer has conscientiously studied his particular subject and treated it with painstaking skill, but the articles seem to lack the flesh and blood touch which arouses our interest and enthusiasm. In recent books, like the interesting *Paget Papers*, *The Life of Lord Clarence Paget*, and the *Memoirs of Sir Edward Paget*, no attempt is made to trace the story of the Paget family. Records may exist in MS. in the archives of Beaudesert or elsewhere, but if so they are unknown and inaccessible, and therefore the somewhat numerous members of our family may perhaps be glad to possess such a brief historical sketch as is here offered.

I was so fortunate as to secure the assistance of Mr. Gayford of Fettes College, Edinburgh, who searched various sources of information such as the State Papers, the Harleian MS. collections and letters in the British Museum, and histories, which it was impossible for me at this distance to inspect. Thus as to the origin of the Paget family, Mr. Gayford has searched in the Harleian MS. and elsewhere with the (to me) disappointing result that there seems no trace of any family tradition or genealogy beyond the William Paget, father of the first Lord Paget. But I feel justified in the absence of any contrary evidence in crediting the statement of Collins' Peerage of 1735, which gives Lewis Paget, of the reign of Henry VII, "a gentleman of Staffordshire," as the most remote ancestor to whom we can look back and whose name we know.

EDWARD C. PAGET.

CALGARY,
February 3, 1913.

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A MEMOIR OF
SIR CHARLES PAGET, G.C.H.

CHAPTER I

A SKETCH OF THE HISTORY OF THE PAGET FAMILY—THE FIRST BARON PAGET

It would seem from the most ancient authorities that I have been able to consult, and from the tradition given in Collins' Peerage of 1735, that the family of Paget was anciently seated in Staffordshire and can be traced back to one Lewis Paget, a gentleman of the county, who in the eleventh year of Henry VII signed a certificate relating to the office of Master of the Game of Cankerwood.

One of the family, possibly one of Lewis Paget's brothers, William Paget, who was born near Wednesbury, in Staffordshire, removed to London and there became Serjeant at Mace to the city. Mr. Paget had four children: William his eldest son, John, Robert, and a daughter Anne who was married to a gentleman of the prosaic name of Smith.

William Paget the eldest son was born in London in the year 1506, three years before Henry VIII came to the throne. He is described as "a person of great and eminent abilities," and for once the exaggerated laudation of the eighteenth century does not seem to have overshot the mark.

Young William Paget was educated at St. Paul's School, under the famous Lely, and then at Trinity College, Cambridge, where his abilities and energy seem to have been generally recognised. Having taken his degree, according to the custom of the day, he entered

the "Family" or Household of Gardiner the famous Bishop of Winchester, with whom his future career was for some time bound up. Upon hearing of this step, Leland wrote to young Paget these lines:

> "Tu Gardineri petiisti tecta disserti
> Eloquii sedem, Pieriique chori,"

which may roughly be rendered: "Thou hast sought the protecting home of the learned Gardiner, the abode of eloquence and of the Muses." Gardiner, himself a scholar and a man of parts and ambition, was quick to discern the capacity of his protégé, and it was probably by his advice and with his assistance that Paget went to Paris and studied in its famous University. Upon his return from the Continent, as we should now say a really learned and accomplished man, he resumed for a time his place in the Bishop's household. From there he was probably speedily introduced at Court, for that masterful but able monarch, Henry VIII, himself a no mean scholar and a friend to scholarship, seems soon to have appreciated the young courtier's learning and merits, and to have perceived his fitness for affairs which demanded wisdom and prudence.

In the year 1530, when Paget was only twenty-four years of age, he was sent by the King to France to obtain the opinion of learned men upon the then all important question of the Royal Divorce. In 1532 he was made one of the Clerks of the Signet, accompanied with the quaint but comforting perquisite of being licensed to import 400 casks of Gascony wine. Five years later, in 1537, Paget was employed on a mission of great delicacy and difficulty; this was to go privately and in disguise to the Protestant Princes of Germany and to endeavour to persuade them not to make terms with the Emperor, Charles V, but to refer their differences to Henry and the King of France. On his way the young envoy (for he was then only thirty-one) was to pass through France in disguise and have interviews with the English ambassador in Paris and with the French King. This difficult negotiation was executed so much to the Royal satisfaction that in 1540 Paget was made Clerk of the Privy Council, and soon after

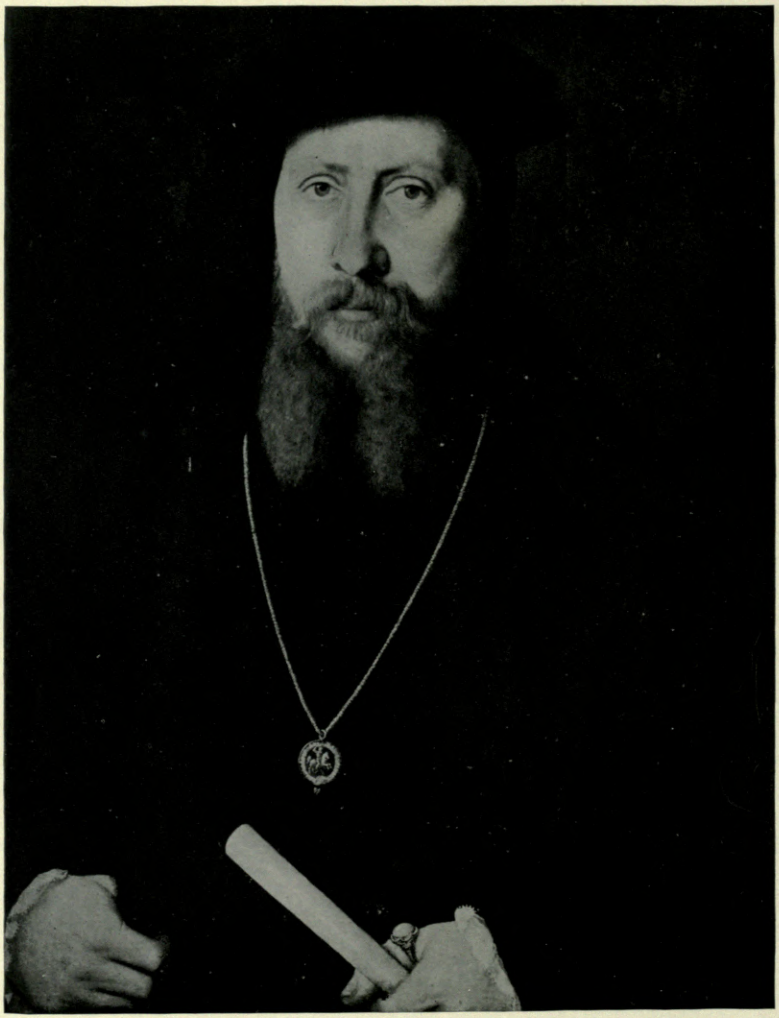


Photo: Emery, Walker, Ltd.

WILLIAM, FIRST BARON PAGET, K.G.

SECRETARY OF STATE AND PRIVY COUNCILLOR TO HENRY VIII, EDWARD VI, AND QUEEN MARY

Of whom the Emperor Charles V is said to have remarked that "Lord Paget was worthy himself to be a King."

(*From the picture by* HOLBEIN *in National Portrait Gallery*)

Clerk of the Privy Seal, and Clerk of Parliament for life.

In 1544 Paget was made one of the two principal Secretaries of State, and in the same year received the honour of knighthood, and was granted by the King a large estate in his native county of Staffordshire, comprising the lordships of Abbots Bromley and Hurst.

In 1545 Sir William Paget attended the King at the siege of Boulogne, and later was commissioned with the Earl of Hertford to negotiate a treaty of peace with the French King.

The negotiations were broken off at the time, but in the following year Sir William Paget was sent as ambassador to France, and while there received from Henry a letter remarkable for its length and for the high degree of confidence it manifests in the conduct and judgment of Paget. This letter is given *in extenso* in Collins' Peerage, and is well worth reading; it thus concludes:

"Given under our signet at our Honour of Hampton Court, 26 Decembre, 37th year of our Reigne.

"To our trusty and well beloved counsellor, Sir William Paget, Knt., one of our two Principal Secretaries."

On the 7th of the following June, Sir William Paget, Lord Lisle, and the Dean of Canterbury (Dr. Wotton) concluded peace with the French, and soon after the King, on his deathbed, bequeathed Paget £300 and appointed him one of his Executors, and one of the Council to the young Edward.

There is another instance, mentioned by Froude, of the high esteem in which the old monarch held his secretary. Not long before his death Henry had a consultation with Sir William Paget as to persons who were deserving of being raised to the peerage, and he entrusted Paget with the task of preparing a list of names, suggested honours, and the grants to accompany the titles. Upon his reading this list over to the King, Sir William Herbert remarked: "Mr. Secretary has remembered all men save one." "You mean himself," said

the King; "I remember him well enough, and he shall be helped."

The last scene in the long and intimate relation of some seventeen years between Henry and his faithful secretary is told us by Froude; it is one full of dignity and pathos. The nation lay in suspense, knowing that the old lion was on his deathbed. Statesmen and courtiers were living in anxiety and even fear, for the King's conduct had become more suspicious and tyrannical as his strength failed, and no one knew where the next blow might fall. But within the palace, in the Royal bedchamber, a moving scene is in progress during that last day of Henry's life, January 27, 1547.

The whole of that last day the King spent in conversation with Lord Hertford, (uncle to Edward VI) and Sir William Paget, upon the state of the nation. Henry continued his directions to them as long as he was able to speak, and they were with him when he breathed his last at 2 A.M., January 28.

Immediately after the King's death these two counsellors held a consultation in the corridor outside the Royal death chamber. What a picture this would make: the two great statesmen worn and pale with the strain of the long day's watching and conversation, and of seeing the last moments of their master, loved and dreaded as he must have been. Then it was that Lord Hertford entreated Paget to assist him in carrying out his design to be named Protector or Regent during his nephew Edward's minority. Sir William Paget probably knew Hertford's weak points thoroughly, his somewhat haughty and hasty temper combined with weakness in action and a desire for popular applause. Before giving his assent to the proposal he therefore gave many warnings and cautions, and insisted that Hertford should be guided by his advice.

So the curtain falls upon the first act in the national drama in which Sir William Paget had played a leading part. It seems an extraordinary testimony to the real worth, wisdom, and grave balance of his character and judgment that, while self-seeking courtiers and statesmen rose and fell, Sir William Paget remained the trusted adviser and friend of that able and suspicious

monarch for seventeen years, and maintained his intimate position of trust and influence to the very end.

I have found in the two interesting volumes of Mr. Tytler, published in 1839, entitled *England under Edward and Mary*, illustrated by "a series of original letters hitherto unpublished," abundant evidence of the important part which was played by our ancestor Sir William Paget or Baron Paget of Beaudesert, as he was created on January 19, 1550, in both those reigns.

At a meeting of the Council held three days after Henry's death (the general news of which had been kept from the public), Paget proposed the Protectorate, which proposal was strongly combated by Lord Chancellor Wriothesley, but Paget's influence was the stronger and the proposal was agreed to.

On the same day, at the meeting of Parliament, it is Sir William Paget who reads to the assembled lords and commons the portions of the Royal will relating to the succession. Collins' Peerage says characteristically: "Being now of great authority and high repute for his wisdom and learning, the Earl of Hertford, the Lord Protector, became his close friend, whereby he had a greater opportunity of exercising his extraordinary abilities for the public advantage."

Two months later we find two ambitious and powerful men, Bishop Gardiner of Winchester, and the Earl of Warwick, Hertford's great and eventually successful rival, both recognising the position and influence of Paget by seeking to enlist his assistance in their affairs. On March 2, 1547, Sir W. Paget addresses a calm and authoritative reply to some rather passionate complaint of the Bishop. This letter contains an interesting reference to the high place of influence which he had occupied in the late reign. "Nor that I would usurp a greater power unto me than that I have (which is not great)—when that I could tempre [*i.e.* restrain] myself from using all I might have used when time served me, with the favour and consent of him from whom all our powers were derived, provoked [*i.e.* urged] by him oftentimes to use it . . . and having his promise to be maintained

in the same. In his days that dead is (God have his soul) I never did that I might have done. I never loved extremes. . . . For private respects I will not do anything wherein the public cause may be hindered. And in public cause I will say and do, as I have always done since I have been in place, according to my conscience."

On May 8, 1549, when the Lord Protector Somerset was making himself more and more disliked by the Council by his arbitrary and passionate actions, Sir William Paget risked his friendship by addressing to him a remarkable letter in which, with the frankness of true friendship, he warns him of his growing unpopularity and implores him to give up that violent and despotic mode of conducting himself.

Towards the end of the letter he has this striking sentence, which was truly prophetic of the Protector's fast approaching ruin: "A king who shall give men discouragement to say their opinions frankly receiveth thereby great hurt and peril to his realm; but a subject in great authority, as your Grace is, using such fashion is like to fall into great danger and peril of his own person beside that of the Commonwealth, which for the very love I bear your Grace I beseech you, and for God's sake, consider and weigh it well." In the same year, 1549, Paget was sent with Hoby on an embassy to the Emperor in regard to Boulogne, but Charles would not entangle himself in this matter, and Sir William Paget writes an account of their ill success to Petre the other Principal Secretary. Of this embassy his companion, Sir Philip Hoby, writes: "He (Paget) was so generally commended and well reported of by all—his gravity and prudence used in setting forth and well handling his charge towards the Emperor and his counsellors—that he had purchased himself love and credit with all men, and not a little for the King's Majesty, honour, and estimation in those parts."

It is interesting to note that while Sir William Paget seems habitually to have leant towards moderate and conciliatory counsels, yet he had the ruler's true instinct for strong measures when necessary. Thus when the rebellion broke out in favour of the Old Religion and

against the enclosures of common lands and other abuses, Paget condemns the timid and hesitating policy of Somerset. Tytler here calls him an "austere man," and says he declared that "this policy of pardon and expostulation would irritate rather than cure the distemper," which proved to be entirely true.

In 1548 Paget had obtained a grant of Exeter House and part of the Temple Gardens. He rebuilt the old house of the Bishop ot Exeter and called it Paget House.

In 1549 he was summoned to the House of Peers by writ and took his seat, December 3, as Baron Paget of Beaudesert in the county of Stafford. On January 19, 1550, he was formally created to that honour, and soon after appointed on the commission to treat with France for peace. It may be said in passing, as this has an important bearing upon later descendants, that the Barony of Paget was entailed to descend both through male and female children.

In the growing rivalry between Somerset and the Duke of Northumberland, formerly the Earl of Warwick, Somerset's friends gradually fell away, but Lord Paget, with Cranmer and Smith, held faithfully by their leader and urged upon him conciliatory and moderate counsels as long as was possible.

In the final conspiracy of Northumberland against the unfortunate Somerset it was alleged (apparently entirely without foundation) that Northumberland and his friends were to have been invited by Lord Paget to a banquet at his house, and on the way were to have been attacked and slain by Somerset's men.

Somerset's trial and execution followed, and Lord Paget, as one of his friends, was imprisoned in the Tower by the adverse faction, deprived of the knighthood of the Garter and of the Secretaryship of State, and compelled, upon a probably trumped up charge of peculation, to pay a fine of £2000 before he was released.

Upon this treatment of Lord Paget by his political foes Collins has this interesting comment: "On April 22, 1551, he was divested of the Garter on pretence of defect of Blood and Arms for 3 descents," but the Liber Ceruleus in the Registry of Knights at Windsor observes: "It was not so much these causes as the 'practice' of the

Duke of Northumberland, by which he had been unjustly put out of the Order." The heavy fines imposed upon him, June 16, 1551, "he bore," says Sir John Hayward, "with a manly fortitude." The falsity of these charges seems proved from the fact that with his political enemies still in power he obtained a general pardon in the following December, and in the following March, 1552, received a grant from the King of the coat of arms of which he had been deprived and which is now borne by his family. The motto, "Per il suo contrario," must have then seemed peculiarly appropriate.

On King Edward's death Lord Paget, with the Earl of Arundel, rode post with thirty horse to Queen Mary, and escorted her to London. He was sworn of her Privy Council, and the Queen at once restored him to the Order of the Garter by a decree in Chapter holden at St. James on September 27, so that, as Ashmole remarks: "The honour may be rather said to have been wrongfully suspended than justly lost." Ashmole further remarks: "The records of the Order brand his degradation with injustice, and the Sovereign being present at that time in Chapter, gave him this honourable commendation that he had highly deserved of the nation by his prudence and council."

On reviewing the public life of the first Baron Paget there is, I think, no period which his descendants can regard with greater and more legitimate pride than his conduct during the reign of Queen Mary.

From the letters of Simon Renard, the Spanish ambassador, it is very plain that at first Lord Paget occupied a very high place in the Queen's confidence. Renard repeatedly mentions him in his private reports to the Emperor, as if he were the statesman with whom he had chiefly to reckon. He complains bitterly of his disappointment in Paget, who, "although a Catholic, was no better than a heretic," and was the leader of the heretics against Bishop Gardiner the chief of the persecuting party.

The Council decided to urge Mary to exercise clemency, and selected Lord Paget to carry the request to her. Paget seems to have spoken with great plainness to the Queen, telling her that the nobility were not anxious

to have another Duke of Northumberland (meaning Gardiner) over them again, and thereupon Mary pardoned six gentlemen who were to have been executed.

Renard states in 1554 that the Queen holds Paget in great suspicion for two reasons (both of which we shall think most honourable to him), viz., that in Parliament he spoke more violently than anyone, and used all his influence against two Bills which the Court wished to carry: (1) to make it high treason to take up arms against Philip of Spain, the King-consort; and (2) to punish heretics with death. The House of Peers, doubtless largely through Paget's influence, threw out both these measures, and this naturally excited the Queen's displeasure. Had Lord Paget accomplished nothing else, we should feel he had deserved well of his country. Tytler gives at length a remarkable letter in which, putting his pride in his pocket and thinking only of the good of his country, Lord Paget implores the Spanish ambassador to use all his influence with the Queen to restrain and countervail the violent counsels and persecuting policy of the Chancellor, Gardiner.

It appears from Renard's letters that Paget at first and for some time opposed the Spanish match, but later withdrew his opposition. It is again a great tribute to the powers, the worth, and the magnetic influence of this remarkable man that not only did the Emperor Charles V form a very high estimate of him and treat him with distinguished consideration, but that his son Philip, after his marriage, seems also to have been greatly attracted to Lord Paget and to have formed almost a friendship with him. It seems to have been partly through Philip's advice that Paget was restored entirely to Court favour, in spite of his sturdy opposition to religious persecution, and he, with Lord Hastings, was sent to the Court of Charles V to escort Cardinal Pole to England. Tytler gives the long and interesting letter in which Lord Paget describes his interview with the Emperor and the carrying out of the purpose of his embassy.

Towards the close of Mary's reign Philip sent the Count de Feria on a special mission to England. He arrived in London, November 9, 1558, and at once visited the dying Queen. He then tells us that he went thirteen

miles from London to visit the Princess Elizabeth, and, as the result of a long and confidential conversation, proceeds in his report to Philip to enumerate those councillors who, as far as he could gather from Elizabeth's remarks, were most in her favour. First in the list comes the name of Lord Paget. In his description of Elizabeth as vain but acute he gives his impression that she had "a great admiration for the King her father's mode of carrying on matters." It may be the fact that they remembered Paget as the long-trusted and faithful adviser of their father contributed in no slight measure to the confidence which both Queens seemed to have been instinctively ready to repose in him.

On Elizabeth's accession, at his own request (so Camden writes), Lord Paget left the public service and retired to his own estates, "although in the Queen's favour, she retaining an affection and value for him though he was a strict zealot of the Romish Church." We are inclined to ask why Lord Paget, who had served the State so ably through the reigns of three Tudor sovereigns, was thus unwilling to serve under the last of his old master's descendants. He was only fifty-two years of age at the accession of Elizabeth and might, one would think, have been willing to work on for the new Sovereign for at least a few years. It is of course possible to conjecture that the very fact that he admired and served the old King so well had made him regret all the more the scandal of the divorce from Catherine and the marriage with Anne Boleyn, and had left him indisposed to serve under Anne Boleyn's daughter.

Tennyson's reading of Lord Paget's character in his play of *Queen Mary* is interesting. He appears there as a statesman far-sighted, sagacious, and inclined to be cynical; and to him is assigned the closing words of the drama:

Bagenal cries: "God save the Crown! the Papacy is no more."

Paget (*aside*): "Are we so sure of that?"

Lord Paget's public career closed in 1558, and his private life only lasted for five years more. He died January 9, 1563, aged fifty-seven, and was buried at

Drayton. He had married Anne, sole daughter and heiress of Henry Preston of Preston in Yorkshire, and by her had two daughters and four sons, of whom Edward died young. By his will he bequeathed to his eldest son, Henry, his great standing cup with the double gilt lid, weighing 100 ounces, to go from heir to heir as an heirloom.

His widow, Lady Paget, and his second son, Thomas, erected a very stately monument to his memory in Lichfield Cathedral. This monument was destroyed during the Great Rebellion, but a copy of the inscription was preserved and is here subjoined, both as an excellent specimen of contemporary epitaphs and as a brief description of his honours:

"Illustri heroi, picæ memoriæ, domino Gulielmo Paget, equiti maxime honorati ordinis Garterii; Regulo, seu Baroni de Beaudesert; potentissimi Principis Henrici Octavi, ad Carolum quintam Imperatorem, semper augustum, et Franciscum Gallorum Regem Christianissimum, Legato Sapientissimo; ejusdem Principis principi Secretario, et consilliario fidelissimo; inter alios hujus potentissimi regni Administratori in Testamento Regio Nominato. Ducatus Lancastriæ (regnante Edvardo) Cancellario dignissimo: Hospitii Regii Censori prudentissimo: Privati Sigilli serenissimæ Reginæ Mariæ Custodi Sanctissimo: Illustrissimæ Reginæ Elisabethæ seni charissimo, senatori gravissimo; et optime de patria sua et bonis omnibus Merito. Necnon Dominæ Annæ, fidilissimæ conjugi suæ, et Domino Henrico utriusque charissimo filio, et Katharinæ Henrici Uxori dulcissimæ; prædicta Anna charissima fæmina et domina Katharina uxor dicti Henrici suavissima; et prænobilis vir Dominus Thomas Paget in presentio Regulus de Beaudesert de sententia et ultima voluntate dictorum Gulielmi et Henrici amicis libentissimis et summo studio memores posuere vixit annis 57 de 9 Junii, 1563."

CHAPTER II

HISTORICAL SKETCH (*continued*)

In endeavouring to form a just estimate of the statesmen of the sixteenth century it is absolutely necessary to get rid of some of our modern prepossessions.

When reading for the History School in Oxford, I remember feeling very indignant at a venomous little footnote of Hallam, in which he speaks of "the Pagets and Arundels the basest of mankind." I hold now more firmly than then that such a judgment is shallow, conventional, and based upon external evidence which has not been fairly considered or even thoroughly understood.

As regards the changes in religion and the attitude of such men as Sir William Paget, student, philosopher, and statesman, towards them, we have to remember (as was well shown by the author of *John Inglesant*) that, except in the case of extreme bigots on either side, there was no such clear line of demarcation between the Church of England and the Church of Rome as exists to-day. During the long reign of Henry VIII there was little change in Public Worship for the mass of the people, and the king was buried with the full Pre-Reformation services and ceremonial.

In Edward's reign it is not probable that a man in the position of Sir William Paget would find it necessary to make much change in his own attitude to the Church and services. We remember that John Inglesant, who seems a type of the learned and philosophically-minded churchman of the day, found nothing inconsistent in communicating at the altars of the Church of England in England and those of the Church of Rome abroad.

Do we really understand the significance of the action of the English Parliament, Lords and Commons, during this period of transition? Practically the same

Parliament, certainly the same House of Peers, which had a few years before endorsed the Reformed Prayer Books of Edward and kindred measures, voted unanimously (with but two dissentients) for the restoration of England to the Papal obedience, and enthusiastically welcomed Cardinal Pole. Can we explain this action of the Peers and Commons of England (the same Peers and Commons who a quarter of a century later stood up against and defeated the full majesty of Spain) by sneering at "servile Tudor Parliaments and their chameleon statesmen"?

Was it not rather that through all this period affairs religious and secular were in a transition state, and men as yet had no very settled convictions to guide them save the one determination to maintain the State of England as independent of her two great military rivals, the Empire and France? It was because Henry VIII and his daughter Elizabeth personified and expressed this determination that they were so popular with the people at large, and it was largely because Mary's alliance with Philip tended to entangle and humiliate England that she had so little influence in her country, and so little of its affection. I believe that this Spanish marriage alienated the nation from her more than did the religious persecution.

If there is truth in my contention then it is not at all surprising that men like Lord Paget and Secretary Cecil (afterwards the famous Lord Burleigh), who had joined in the Reformed Worship in Edward's reign, should have been perfectly willing to reconform to the Old Religion under Mary. It would not have seemed to them to involve a matter of principle or to constitute any very grave change. So we read in Mary's reign that Cecil, who had been Secretary to the strongly Protestant Northumberland Government, of his own desire accompanied Paget and Hastings to escort Cardinal Pole to England, and also with his wife conformed to the Roman Catholic Religion by confessing and communicating.[1] Lord Paget, however, did not, as did Cecil, change again at the accession of Elizabeth, but remained a Roman Catholic to the day of his death.

[1] *Vide* Tytler's *Letters*, vol. ii. p. 443.

Moreover, we have seen that in matters about which he held strong convictions Lord Paget was not afraid to risk the Queen's displeasure, as when he opposed the Spanish marriage, and when he led the opposition against the persecuting policy of Gardiner. There does not seem to be much of a timorous or time-serving spirit here! Again, the fact that Lord Paget's sons followed their father's example and remained staunch Roman Catholics all their lives, when every motive of self-interest would have led them to join the Reformed Religion, seems to show that our ancestors were animated by a fairly strong spirit of independence. Two of them had to suffer heavily for their faith and for their political views, as we shall see later.

CHAPTER III

THE SONS OF THE FIRST LORD PAGET

HENRY, the eldest son, succeeded to the estates and title as second Baron Paget in 1563. He was married, but had only one daughter, who died young. The second baron only survived his father by five years, dying in 1568.

Thomas, the second son of the first Lord Paget, succeeded his brother in the estates and title as third baron in 1568. His career was a somewhat romantic and adventurous one.

He partly rebuilt Beaudesert, the family seat, which had been one of the old houses of the Bishop of Lichfield, and probably spent some time on his country estates. He joined with his mother in erecting a magnificent monument to his father in Lichfield Cathedral. He was married and had one son, William. It may have been Lady Paget, his wife, or his brother Henry's widow, who is described in *Kenilworth* as being the lady-in-waiting to Elizabeth when they discovered Raleigh's famous writing on the pane. Scott is usually faithful to historical names and events.

Charles Paget, the third brother, of whom there is an extended notice in the *Dictionary of National Biography*, seems to have been an able and energetic man and to have become more or less a supporter of the claims of Queen Mary of Scotland to the English Crown. It is probable that he gradually influenced Lord Paget to become a sympathiser in this movement.

Hollinshead relates that in September 1583 Charles Paget came from the Continent to the Earl of Northumberland at Petworth, where the Lord Paget met him.

Soon after this came the seizure of Throgmorton and the exposure of his plot, in which it was claimed by Walsingham and his friends, including the Earl of

Leicester, that the Pagets were involved. They fled to France, but bewailed in letters to England that "the Queen was without any fault of theirs alienated from them by the subtle arts of Leicester and Walsingham." But the Parliament of 29 Elizabeth attainted them both and confiscated their possessions, whereupon the Earl of Leicester obtained a grant of Paget House in London.

Whatever may have been Lord Paget's relations with Queen Mary up to this time, these harsh measures probably had the effect of deciding him to cast in his lot with the Marian party, of which his brother Charles was evidently a leading member.

Sir Edward Stafford, the English ambassador at Paris, writes home that Lord Paget and his brother Charles have called on him and begged him to do his best for them at home, but the storm of ill-favour against them continued during 1584 unabated and those who had had dealings with them were viewed with suspicion.

In August 1584 Lord Paget's goods and chattels were put into the hands of the sheriff, but his estate was never broken up, for it was restored to his son more or less complete. In the following year, however, Queen Mary, on her way to Fotheringay Castle, stayed at the Manor House in the village of Tutbury for two weeks, and by a curious irony of fate some of Lord Paget's possessions were taken from Beaudesert to furnish the apartments of the unfortunate Queen.

Of Lord Paget's relations with the Pope, in his visits to Rome, there seem to be different reports.

Thomas Morgan, a leader of the Marian party, writes to Queen Mary: "The Lord Paget is in considerable favour with the Pope," whereas Charles Paget writes that his brother had a somewhat cold reception. In 1585 Lord Paget left Rome and went to Madrid, which was come to be the centre of the Marian party.

All this time the brothers were very hard up, so much so that although they had been put on the pension list of the King of Spain, we find the following amusing postscript in a letter of Charles Paget to Queen Mary:

"If your Majesty have occasion to write to the King of Spain, I pray you to write in favour of payment of my

Lord Paget's pension and mine, otherwise I fear they will never be paid. Such is the dullness of princes' liberality here!"

In 1586 the brothers seem to have been in Paris, and, Charles writes, were looked upon with disfavour and "were very poor indeed." Nevertheless, alike in Spain and in France, the Paget brothers were regarded as very important factors in the intrigues of those years. Thomas Morgan writes to Mary: "I account that the more honour and credit the Lord Paget and his brother hath abroad, so much the more your service shall be advanced." In March 1588 we know from the State Papers that Lord Paget was in Brussels, after which nothing further is heard of him for a year, when in March 1589 disappointment and hardship were evidently undermining his health. "Lord Paget," writes one, "is sickly and intends to go to the Baths; he wears away apace."

Towards the end of the year Paget hopes for peace and a certain toleration for the refugees. No doubt he deeply regretted his folly in allowing himself to be persuaded by Charles Paget (who would seem to have been a born intriguer) into joining in his schemes. Doubtless he looked back to his old life at Beaudesert and in London, where his father's name was one to conjure by; and to the fifteen years of his own useful and peaceful life as one of the Peers of England before he was drawn into the whirlpool of party intrigues. But whatever may have been his longing to see his son again, and the red walls of Beaudesert rising above the moors of Cannock Chase, the wish was denied him, and he died at Brussels or Louvain at the close of 1589.

Although the first Lord Paget attended the University of Cambridge, he seems to have sent all his sons to Christ Church, Oxford. Apparently the tradition of learning which the first Baron inaugurated continued in the family, for Camden observes that "the death of Thomas, third Lord Paget, proves a sad and universal loss in the commonwealth of learning."

Of this interesting and pathetic figure in our family portrait gallery we have one very touching glimpse. It

is given from Paris, in the State Papers, by the ambassador, Sir Edward Stafford, who writes: "Lord Paget keeps to himself and is tongue-tied, cold, and patient."

So ended the sad and wasted life of this English nobleman, who might have played, if not so considerable a part as his father, yet at least some useful part in the service of his country.

Of course those like Froude and Kingsley, who regard any questioning of the rights of Elizabeth and espousal of the claims of Queen Mary of Scotland as treason to England, will brand Lord Paget and his brother as traitors and say that they deserved to die in exile. The best refutation of such a charge is that James I, without any serious opposition, succeeded to the throne on the death of Elizabeth, and that his right was derived from his mother, the murdered Queen of Scots. The right of Mary to the succession was thereby acknowledged by Parliament, and her right as against that of Elizabeth might have been maintained in perfect good faith, though it might not have been prudent, in view of the will of Henry VIII, and the fact that Elizabeth's claim had been generally admitted by the nation, to bring it to an issue.

CHAPTER IV

THE PAGETS OF THE STUART PERIOD

THE only son of the third baron, Sir William Paget, was educated at Christ Church, Oxford, and was the first of his family to embrace the Reformed Religion. He is described as a "staunch Protestant." He had accompanied the Earl of Essex in his expedition against Calais, and had been knighted. Soon after his father's death Parliament reversed the attainder, and in the first year of James I, 1603, Parliament restored him to his rank and estates.

The fourth baron by his marriage had three sons, of whom the two youngest died unmarried, and several daughters. His death occurred August 29, 1629.[1] All the early barons, with the exception of Thomas the Exile, were buried in the family vault at West Drayton.

William, the eldest son, who succeeded his father at the early age of nineteen, as fifth baron, entered almost at once upon the troubled era of the Great Rebellion.

It seems as if he may have inherited from his great-grandfather his strong instinct for moderate counsels, and for placing the general welfare of the State before individual or party advantages. In the years which preceded the Civil War, which the foolish and headstrong conduct of Charles was threatening to precipitate, Lord Paget took the national side, and while still young, in 1640, was one of those who signed the Petition to the King to summon Parliament "as the best way to take away grievances, and that the contention may be composed without blood."

[1] The fourth Lord Paget took an active part in political life. He accompanied Sir Robert Cecil on his embassy to Paris, and seems to have been a favourite of this statesman. Later, in 1628, in the debate on the "Petition of Rights," Buckingham, by way of a concession, suggested substituting the phrase "by Royal Prerogative." The House was perplexed; then Lord Paget rose and spoke at considerable length, advising that the question should be referred to the Judges for their opinion.

Clarendon, who evidently is strongly prejudiced against him, writes: "The Lord Paget who had contributed all his faculties to their (*i.e.* the Parliament's) service, had been one of the teizers to broach those bold high overtures, chosen Lord Lieutenant of [Buckinghamshire] with great solemnity and pomp executed their ordinance in defying the King's proclamation and subscribed a greater number of horses for their service than others of the same quality, being convinced in his conscience fled from them and besought the King's pardon." He afterwards raised a regiment in the King's service which did good service at Edgehill. It seems probable that Lord Paget, like Lord Falkland, as he is described in Matthew Arnold's fascinating essay, was neither a red-hot cavalier nor an out and out parliamentarian. He saw evidently the faults and weaknesses of both parties, "Scribes and Pharisees on one side, publicans and sinners on the other," and longed for the evils of the nation to be "composed without blood." When this was found to be impossible, he threw in his lot with his Royal master, however much he may have deplored the lack of prudence which had brought the nation to such a crisis.

To those who may be inclined to adopt Clarendon's view and brand Lord Paget as a turncoat because he went a certain distance with the parliamentarians and then left them and joined the King's standard, I would venture to recommend Matthew Arnold's essay on Falkland. This makes it clear that that eminent man, so highly esteemed by the whole nation, acted precisely in the same way. For some time he upheld Parliament and acted with them and against the arbitrary action of the King, but when he became convinced of the violent purposes of the parliamentary leaders, he deliberately left them and accepted a position in the King's Government and fell fighting for Charles at Newbury.

Yet no one felt more keenly than Falkland that both sides were wrong, and no one groaned over the nation's suffering by the Civil War more than he.

On the final failure of the Royal cause Lord Paget probably retired to his estates in Staffordshire and lived quietly there till the Restoration. He is mentioned four or five times in the "Calendar of the Committee for the

Advance of Money." Each time he was called up (1645 and 1655) he was leniently dealt with, being on one occasion assessed £500. He was never actually cleared of the suspicion of Cromwell's Government, but his estate was compounded for at a small figure, or his case was postponed. He was evidently allowed to feel that he was tied to the new Government by the clemency shown to him. Certainly, considering the wholesale sequestrations that went on, it may be safely assumed that Lord Paget maintained a more or less neutral attitude to both parties and was what might be described as a moderate Royalist who was ready to conform to the Cromwellian rule as the Government *de facto* if not *de jure*.

This will account for his receiving no compensation for his losses from Charles II, though we find from the State Papers that he petitioned for it two or three times. It will also account for the hostile way in which Clarendon wrote of him.

There is no doubt, however, that Lord Paget, like most of the other landowners of England, suffered heavily by the Civil War. He must have spent large sums in the cause of Charles I while fighting for him, and later he had to meet the fines (even though they were moderate) of the victorious Parliament. It is probable that much of the family plate was sold at this time and replaced, as seems sometimes to have been the case, by pewter dishes and spoons. One of these pewter dishes bearing the Paget crest was recently found and purchased by my cousin, Mr. FitzClarence Paget, in a second-hand shop in Cheltenham, and it is treasured by him as an interesting link with our cavalier ancestor.

Lord Paget survived the troubles of the Great Rebellion and lived well on into the Restoration period. He died in 1678.

CHAPTER V

THE SIXTH LORD PAGET, 1639–1713[1]

In the dining-room at Park Homer, near Wimborne, the residence of Mrs. Leopold Paget, there hangs the portrait of a handsome youth of eighteen with dark eyes and curling hair, and the rich dress of the Stuart period. He is William, eldest son of the fifth Baron Paget, at the age of eighteen. The picture was painted in 1665 and was exhibited in the National Portrait Exhibition of 1866. I saw it for the first time last August, 1912, and by Mrs. Paget's kind permission have had an excellent copy made, which is now framed and hanging in my drawing-room here in the far West!

The year after this portrait was painted young Paget received permission to travel abroad, and it is probable that the acquaintance which he then made with foreign nations and their manners and customs may have been of real value to him in his subsequent career as a Diplomatist. He succeeded to the title and estates of his father as sixth baron in 1678, and appears to have led an uneventful life during the rest of Charles' reign.

With the reign of James II serious troubles again began, and, influenced by the instinct of his family against violent and tyrannical measures, Lord Paget became one of the signers of the petition to James against his arbitrary action in summoning Parliament to meet in Oxford. In the celebrated trial of the Seven Bishops, which followed, Lord Paget was one of those who appeared on their behalf in Westminster Hall. Upon the landing of William of Orange and the measures which followed Lord Paget voted first for the vacancy of the throne and then for the

[1] History records that the Sixth Lord Paget was buried, not as almost all his ancestors had been in the vault at Drayton, but in St. Giles-in-the-Fields. On visiting this ancient church recently, I was, through the courtesy of the rector and curate, allowed to see the old parish register. Among the list of burials is recorded that of "the Rt. Honble. William Lord Paget, March 20, 1713." There is no tablet or monument.

WILLIAM, SIXTH BARON PAGET

(*From a picture in possession of* MRS. LEOPOLD PAGET. *Painted in* 1665)

Act of Settlement of the Crown upon William and Mary. In recognition of his services he was made Lord Lieutenant of Staffordshire, and soon afterwards (1689) sent as ambassador to the Emperor at Vienna. A whole MS. volume of his despatches and letters is preserved in the British Museum, most of which were written from Vienna during his embassy there, 1689–91. He returned to England then for a short while, and in August 1692 was appointed ambassador to the Porte with the express purpose of mediating a peace in Europe. Lord Paget went to Flanders to see the King on his way, and passed through Vienna. He arrived at Belgrade about December, and reached Constantinople, January 1693. "He arrived too late to bring about a successful peace at once," says Burnet, but it is hinted that had he been appointed sooner peace might have been concluded earlier. In April 1694 there are some minutes of the Admiralty, which had been appealed to about a heavy levy which Lord Paget had made upon the merchants of the Levantine Co. trading in Turkey, at which evident displeasure was shown by the authorities at home.

This complaint gave occasion to the ambassador to write home a most vigorous defence of his action (in one of the letters in the British Museum), of which I subjoin some extracts :

"CONSTANTINOPLE, 27 *Oct.* 1694.

"I am wonderfully surprised to hear the company is so mightily alarmed at the proceedings here, so severely it censures me, as to carry their complaints to their Majesties upon false information, before they know how things are. If ever it has been in the power of an ambassador to do the Honble. Levant Co. a service I must say and will maintain that this of the Leviation was the most considerable service could be done them; they were never before nor I hope will be again in the condition they were at my arrival here; their ships had been rotting almost 4 years, their warehouses were empty, their Treasures without money, and I may say without credit no orders were sent from England how he should govern himself or be

> supplied; the debt of the company was very great and there were no means of discharging it. . . . The records in the Chancery here show that [a Leviation] has been made many times but never upon so urgent an occasion. What is alleged against me in their severe letter of May 24, except that a Leviation of 4 % was raised, is false, and even that was required without penalty or the imposition of extraordinary rates."

So the letter runs on, and he declares that the company will prosper again. Probably things quieted down at the improvement of trade next year; at any rate it seems that Lord Paget's measures proved salutary.

From the volume of MS. letters the following facts may be gathered: 1697, Lord Paget has left Constantinople and gone to Adrianople, and is still there in 1698. In September 1698 he is at Belgrade, whence apparently he went to Carlowitz to sign the Treaty of Peace, January 1699.

It is stated in the State Papers in 1697 that he was desirous of returning home, but the Sultan begged William III to continue him at the Porte, and he in fact remained on. There is an autograph letter to Lord Paget from the King, dated 1st March 1697–98, of which this is a brief extract:

> "You are to use your utmost endeavour that a peace or at least a truce in the nature of a peace be made, and for the better conserting matters in order thereto, you are to advise with the ambassador of the States General of the United Provinces residing at the Porte and therein to act in co-operation with him."

The Peace of Carlowitz, which was eventually signed between the Emperor, Venice, Poland, Russia, and the Porte was practically brought about by Lord Paget's patience, tact, and skilful diplomacy. It was his crowning triumph. Some glimpse of the difficulties which he had to encounter is given in this extract from a letter to his son, dated January 10, 1699:

> "HARRY,—After many disputes and differences which the negotiations agitated have occasioned we

have come to an agreement which I hope will prove to the satisfaction of the parties concerned. . . . We have the consent of his Imperial Majesty's plenipotentiaries, the articles are settled with Poland; the Muscovite ambassador I have despatched to his satisfaction, and we ought to have ended our conferences a month ago, if the Venetian ambassador's stiffness had not detained us protracting the business."

The letter concludes:

"I doubt not before this reaches you, you will have received the money due for the charges and expenses of the voyage,"

and goes on to say how difficult it has been to get money for his expenses, and anticipating still more if the conference is likely to be delayed some time yet.

The following letter to his son is of a very different kind, and there are several like it scattered up and down the volume of his MS. letters. It is interesting as showing how extremely exact was Lord Paget's recollection of matters on his home estate and giving directions about them. This fact may perhaps give us an indication that his heart was very much in his home and that he was, as the State Papers say, yearning to return as soon as possible:

"HARRY,—In answer to yours of 3rd June I am to tell you I did always design to take down the old wall, the materials whereof might be used as far as they will go towards laying a foundation and raising the new wall, according to my directions in my last letter to you. That which I would have pulled down is the south wall of which a part is fallen . . . all the materials may be useful and go a great way towards rebuilding the new wall which must take in all Foll's orchard and so be brought up to my orchard and my kitchen garden.—Signed your most affectionate father and friend,

W. PAGETT."

(The Pagets seem at this time to have signed their name with two t's.)

This letter will serve to illustrate the careful and painstaking personality of Lord Paget in his domestic concerns. After the Peace of Carlowitz Lord Paget remained on to see the work completed, till he received definite leave to return and his successor was appointed in 1701. He finally left Constantinople, laden with rich gifts and some fine Turkish horses as evidence of the Sultan's friendship for him, in the spring of 1702. He spent some months in Vienna arranging fresh difficulties between the Emperor and the Porte. He is then stated to have visited Bavaria to offer the mediation of England between Bavaria and the Emperor. This is one account. Another states that he reached Holland in September 1702, but was sent back on a special embassy to Vienna before he could cross to England. However it is agreed that he finally arrived in England in 1703. In 1705 he was again sent as ambassador to Vienna to compose fresh troubles with Turkey, and after that seems to have had a quiet life till his death, February 13, 1713. His fine Turkish horses probably created a sensation, and Queen Anne evidently took a fancy to them, for we read "there is *a rumour* that these horses are to be presented to the Queen." Probably Lord Paget thought it best to satisfy the rumour, and did present them to her Majesty.

One would like to know something of the private character and tastes of this eminent man, and of how he passed the declining years of his life. Born February 10, 1639, he was sixty-six years of age on his retirement from the public service, but he lived to be seventy-four before his death. As the author of the Peace of Carlowitz, by which a large part of Europe was pacified, and by his skilful and successful efforts to preserve the treaty after it was made, Lord Paget might well be called the Peacemaker of Europe, and is truly an ancestor upon whom his collateral descendants may look back with a legitimate pride.

CHAPTER VI

THE PAGETS OF THE HANOVERIAN PERIOD

HENRY PAGET, who succeeded his father as seventh Baron Paget, February 1713, was himself somewhat of a public man. He had been M.P. for Staffordshire from 1695 to 1711. In that year he was created Baron Burton, and was made a Lord of the Treasury from 1711 to 1715, and became also a Privy Councillor 1711. He was sent to the Court of Hanover as envoy extraordinary in 1714, and in the same year was created Earl of Uxbridge. He does not seem to have been very much pleased with the Hanover embassy and addressed the following letter to Lord Harley the Secretary of State about it:

"*May* 24, 1714.

"MY LORD,—Having told you that I will never ask you more about my affairs because I have had so many assurances (as yet) to no purpose, I must now insist, since you have often told me to, that the Queen should tell me what she hath determined in the matter, else I shall think myself disengaged from every promise I have made to you on this errand. And I do further insist that Her Majesty shall in the most authentic manner give me leave absolutely to return home without further delay in Michaelmas next or sooner if I find myself not well received there. For however unaccountably easy I am in aught relating to myself I will not prejudice my family or bring them into such difficulties that they cannot get clear of. The positive answer to these two points shall absolutely determine my going abroad or staying at home."

Lord Paget was created Earl of Uxbridge in the county of Middlesex in 1714; possibly as some ac-

knowledgment to him for discharging the duties of this embassy, which he seems to have anticipated with so much aversion.

I subjoin one other letter of his addressed to the Bishop of Gloucester a good deal later. This was the only other letter which Mr. Gayford was able to discover:

"*February* 11, 1740.

"My Lord,—I hope where your Lordship lodged the people of the house did me the justice to acquaint you that I was at the door intending myself the honour of waiting upon you. I was very sorry to be disappointed by your going abroad; I hope you will be so good before you leave the town to direct Mr. Amos Collard to pay me so much of the interest money that is due to me from Earl Pomfret, as you think convenient, or else I shall get none of it.—I am your Lordship's most humble servant,

Uxbridge."

Lord Uxbridge had married the daughter and co-heiress of Thomas Catesby, Esq., of Whiston in Northants, and had one son, Thomas Catesby (Lord Paget), who was one of the gentlemen of the bedchamber to George II, and had been M.P. for Staffordshire in two Parliaments under George I. Lord Paget was a man of literary tastes and wrote several things in prose and in verse in the style of the eighteenth century, but I have not seen any of his writings. He predeceased his father. Henry, seventh baron and first Earl of Uxbridge, died in 1743.

Henry Paget, son of Thomas Catesby (Lord Paget) and grandson of the first Lord Uxbridge, succeeded the latter in the baronies and earldom in 1743. I have been unable to discover any event of interest connected with his life. The *Dictionary of National Biography* describes him as being of a parsimonious disposition. He died without issue in 1769.

By the death of the eighth Baron Paget and second Earl of Uxbridge without children the line of descent from the eldest son of William the fifth baron of the

cavalier times became extinct. So also the barony of Burton and the earldom of Uxbridge, being later creations, became extinct. But the original barony of Paget, which, as we have seen, was entailed both through male and female offspring, devolved upon the descendants of Henry the second son of the fifth Baron Paget. It is therefore both important and interesting for us to glance at the history of this branch of the family, through which all of the subsequent Pagets are descended.

William, the cavalier Lord Paget, died in 1678, leaving two sons, William the sixth baron, whose distinguished career as a Diplomatist of European reputation we have lately traced, and a second son, the Hon. Henry Paget.

I never expected to be so fortunate as to get any trace of this younger son, but Mr. Gayford, in working through the volumes of additional MSS. in the British Museum, was so lucky as to come across the subjoined Petition of Henry Paget to Queen Anne presented in the year 1703.

It should be prefaced that the State Papers of 1693 and of 1695 mention a Captain Henry Paget, whom we can hardly doubt from the Petition to be identical with our present subject of inquiry. In 1693 there is a commission for Captain Henry Paget to be placed in Sir James Leslie's Regiment of Foot, and in 1695 a certain John —— is commissioned to be captain in Captain Henry Paget's late company in Colonel Scroop Hone's Regiment. If the Hon. Henry Paget was born a few years (say two) after his elder brother, he would have been about fifty-three years old in 1694, and sixty-two in 1703. In the Petition he states that he had served twenty-five years in the Royal Regiment of Guards in Ireland, so that it is highly probable that Captain Henry Paget fought under William IV at the Battle of the Boyne and other engagements, as this would agree with the political views and action of his elder brother, Lord Paget, and also with what is said in the Petition as to King William's bounty to him.

It is probable that he retired from the service about 1694 or 1695. Here then is the Petition which, so far

as I know, has never before been noticed or printed in our family records :

Memorial of Henry Paget [*second son the fifth Baron Paget*].

"That on the third of December he delivered a Petition to the Queen setting forth his hardships in being put out of his commission after having served upwards of twenty-five years in the Royal Regiment of Guards in Ireland, having lost substance by the war in Ireland, and later being many years out of employ, so that he is reduced to very great want having a wife and children to maintain and nothing to support them. In consideration of which His late Majesty King William was pleased out of his bounty money to give your Petitioner £60 half yearly which was paid by your Lords of the Treasury.

"We humbly pray assistance."
(1703.)

Now all this is further borne out by the old genealogical table of the Paget family, which states that this Henry Paget married a daughter of Robert Sandford, Esq., of Sandford in county of Salop, and afterwards "settled in Ireland," which might very well be a mistake for his having served in the army in Ireland for twenty-five years. He had two children, Thomas Paget, his only son, who was groom of the bedchamber to George II, and a daughter, Dorothy Paget, who married Sir Edward Irby, Bart. This is all I have been able to gather about the Hon. Captain Henry Paget.

About this son, Brigadier-General Thomas Paget, I had not much hope of discovering anything—the time seemed too remote. But Mr. Gayford most perseveringly waded through some old histories of the Foot Regiments and at length came upon Thomas Paget as colonel in the 22nd, and found a brief history of his military career. He was then originally an officer in the 8th Horse (or 7th Dragoon Guards) and served under Marlborough. He was promoted to be a Lieut.-Colonel in the 8th Horse soon after joining this regiment. He

then passed to a Lieut.-Colonelcy in the 1st Troop of the Horse Grenadier Guards, then in 1732 he was nominated Colonel of the 32nd Regiment. He was in this position for six years, and finally, on 13th Dec. 1738, he passed on to a Colonelcy of the 22nd Foot.

He was made a Brigadier-General in 1739. Apparently his regiment was then stationed in Minorca, which was, in the first fifty years of the eighteenth century, a fairly important island. As Brigadier-General he probably held the military command of the island, which would account for his being called the Governor of Minorca.

General Paget married Mary, daughter and one of the co-heiresses of Peter Whitcombe, Esquire of Great Braxtid, in Essex, by whom he had one daughter, Caroline, upon whom, failing the elder line, the Barony of Paget would devolve.

General Paget died, apparently, in the Island of Minorca, in May 1741, and at his death, although descendants of the elder branch of the family were still living, and, in the person of Henry, second Earl of Uxbridge, held the estates and titles until 1769, yet, inasmuch as he was childless, Caroline Paget at once became a person of consideration, as being after her cousin the heir-general of William, the fifth Baron, and entitled to succeed to the estates and the Barony of Paget in her own right.

Caroline Paget married Sir Nicolas Bayly of Plasnyddidd, in the county of Anglesey, of which he had been M.P. for several Parliaments, *Custos Rotulorum*, and in the second year of George III was made Lord-Lieutenant.

Sir Nicolas was the second Baronet of an influential family, which traced back its origin to Lewis Bayly, Bishop of Bangor, who is claimed to be of an old Scottish family. He came into England with James I. Bishop Bayly was noted for his piety and for his powers as a preacher. His book on the *Practice of Piety* had a wide popularity, and is said to have been the first cause of the conversion of John Bunyan. A copy of this old work is in the possession of my cousin Claude Paget, and I have read parts of it with great interest.

CHAPTER VII

PAGETS OF THE YOUNGER BRANCH

Upon the death of Henry, eighth Baron and second Earl of Uxbridge in 1769, Henry the son of Caroline Paget and Sir Nicolas Bayly, who was born in 1744, succeeded to the family estates and to the Barony of Paget as ninth Baron in right of his mother. On 29th January 1770, he assumed the surname and arms of Paget. In 1773 the degree of LL.D. was conferred upon him by the University of Oxford in full convocation; in 1782 he was appointed Lord-Lieutenant and *Custos Rotulorum* of the County of Anglesey; and in 1784 was created Earl of Uxbridge.

Lord Uxbridge married Jane, eldest daughter of the Very Rev. Arthur Champagné, Dean of Clacmanoise, in Ireland. This marriage brought another very interesting strain into the Paget family.

My cousin Claude Paget has been able to copy from a transcript of original letters (which were in the possession of Sir Erasmus Barrowes, Bt.) some details of the history of the Champagné family, the members of which, as Huguenots, were driven from France at the Revocation of the Edict of Nantes in 1685 and settled in Portarlington, in Ireland. This history he kindly lent to me, and from it I subjoin a brief summary.

The family of De Champagné is an ancient and noble family of France, and, Burke says, may be traced back to the eleventh century. Some of its members embraced the Reformed Religion, and, upon the Revocation of the Edict of Nantes, lived in constant danger of persecution, and finally escaped from France and settled at Portarlington, in Ireland, in 1690.

There is an interesting letter addressed by M. de Champagné to his children July 15, 1685, in which he explains to them his attitude in professing to conform

to the Roman Catholic religion. This M. Josias de Robillard de Champagné married Maria de la Rochefoucaud. Inscriptions on the back of miniatures in the possession of Sir Erasmus Borrowes give these details: (1) Maria de la Rochefoucaud de Champagné, daughter of Casimir, second son of Charles duc de la Rochefoucaud; (2) Messire Josias de Robillard de Champagné, Seigneur de Champagné, Bernere d'Agere, &c. Thus both husband and wife were descendants of ancient and noble families. Their son, Major Josias Champagné, fought under William of Orange at the battle of the Boyne and made his home at Portarlington. He married a daughter of the Earl of Granard, and their eldest son, the Dean of Clacmanoise, married the daughter of another French refugee, and their eldest daughter became the Countess of Uxbridge.

Lord Uxbridge and his wife seem on the whole to have led the quiet, useful, and uneventful lives of English county magnates, spending a good portion of the year at Beaudesert or Plâs-Newydd. Some one said that the chief thing Lord Uxbridge did was to bring up his six sons very well, and certainly in this, as history tells, he conferred no small service upon his country.

Both the Earl of Uxbridge and his Countess were *personæ gratæ* at the court of George III, and their letters, like some of those in the "Paget Papers," reveal a considerable degree of intimacy. Thus in Lord Malmesbury's diary of 1804 we read: "Lady Uxbridge very anxious about the king—said his family were very unhappy." On May 30, 1805, Lady Uxbridge writes to her son Sir Arthur Paget: "The king has just announced his intention of going to Beaudesert as soon as possible after his birthday. If that dear old place had had fair play it would have been the joy of my life to receive him there." On Nov. 21, 1805, Lord Uxbridge writes to the same son: "Poor dear Edward is off. . . . The dear king said to me one day: 'When is that old fellow going to die?' 'Who, sir,' I said. 'Prescott, remember when he does that I will give the 28th away myself: I will not be asked for it—no, no, Edward shall have it.'" This, of course, refers to his fourth son, afterwards the distinguished general Sir Edward Paget.

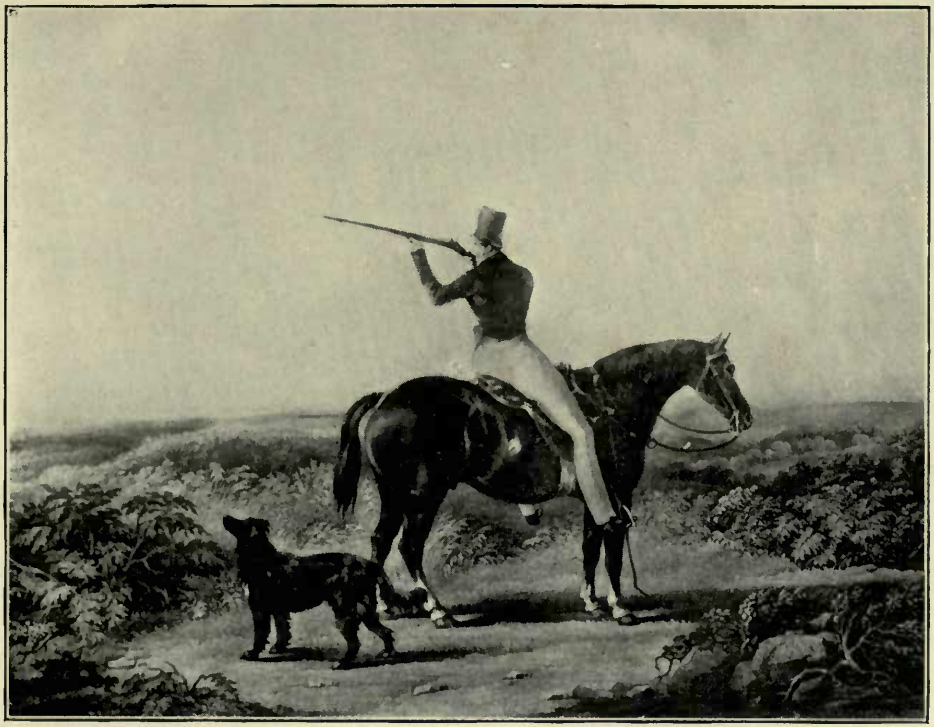
Lady Uxbridge's letters to her sons breathe that spirit of deep and unaffected piety which was characteristic of Huguenot families, and one is thankful to trace, running right through their strenuous and adventurous lives, the same strain of sincere and manly religion in the conduct and correspondence of her sons. Lord and Lady Uxbridge had a large family consisting of six sons and four daughters. All of the six sons did good service to their country during the great Napoleonic war, and were exceptionally distinguished. I will add a brief notice of each of my grandfather's five brothers before entering upon his Memoir.

The eldest son, Lord Paget, afterwards the famous Waterloo Marquess of Anglesey, was born in 1768; he was educated at Winchester and Christ Church, Oxford, and entered the army. He is considered to have been the most brilliant British cavalry officer of his time. The following incident, which is narrated in *Wellington's Lieutenants*, speaks for his quickness and dashing courage in an emergency. It was in Holland during the war of 1799, and he was highly praised in the despatches. Night was falling; the fighting was over, as all believed. The men were unsaddling on the sands and were preparing to bivouac. Suddenly two squadrons of chasseurs dashed down the sand upon the Horse Artillery. Lord Paget was chatting with Sir R. Wilson and other officers; they instantly sprang to horse, were joined by some non-com. officers, and together plunged furiously into the thick of the chasseurs. This gave their squadrons time to rally and remount, and the chasseurs, almost to a man, were sabred or taken.

On another occasion, in one of the fights for the possession of batteries, Paget with a single squadron made a desperate charge on a strong body of the enemy, and, riding right through them, not only recaptured several British guns, but took five pieces from the enemy.

In the long and perilous retreat of Sir John Moore to Corunna, Lord Paget was in command of the cavalry, and covered himself and his troops with glory by the masterly and courageous manner in which he covered the retreat.

After serving in the unlucky Walcheren expedition,



HENRY, FIRST MARQUESS OF ANGLESEY ON HIS SHOOTING PONY

(From picture in Author's possession)

Lord Uxbridge, as he had become by the death of his father in 1812, was given the command of the cavalry in the Waterloo campaign, in which command, Professor Oman writes, in the first volume of his history, "he gloriously vindicated his reputation as the best living British cavalry officer."

In the recently published *British Battles*, by Hilaire Belloc, that brilliant writer draws attention (which he declares has never been sufficiently directed to the matter) to the masterly manner in which all through the long Saturday afternoon (June 17), before the day of Waterloo, Lord Uxbridge covered and protected Wellington's retreat from Quatre Bras to Waterloo. "The ability and energy displayed were equal."

As is well known, Lord Uxbridge lost a leg by the last shot fired at Waterloo, and ever after, from time to time, suffered the agonies of *tic-douloureux*, brought on by the rough surgery of the battlefield. I may say that I still have a quaint little model of that lost leg, which, I suppose, was made later, as a sort of memento for members of the family. Lord Uxbridge was created first Marquess of Anglesey after Waterloo, in 1815. In the November of the same year, Lord Anglesey had the honour of entertaining at Beaudesert the two future kings of England, the Prince Regent and the Duke of Clarence, who were joined by the Archdukes John and Lewis of Austria.

Some years later Lord Anglesey was twice appointed Lord-Lieutenant of Ireland, was created a Field Marshal and Knight of the Garter, and for several years held the appointment of Master of the Ordnance.

He died April 29, 1854, and was buried at Lichfield Cathedral, where a monument is erected to his honour.

The subjoined facsimile of a letter of Lord Anglesey to his nephew Henry Paget deals with the offer of a picture of his brother, Sir Charles Paget, and other family matters. The original is in the possession of Howard Paget, Esq., Elford Hall, Staffordshire.

The second son, the Hon. William Paget, Captain R.N., born in 1769, died at the age of 26, and was buried at Gibraltar. Although young he had seen some excellent service, and his spirited single-handed combat,

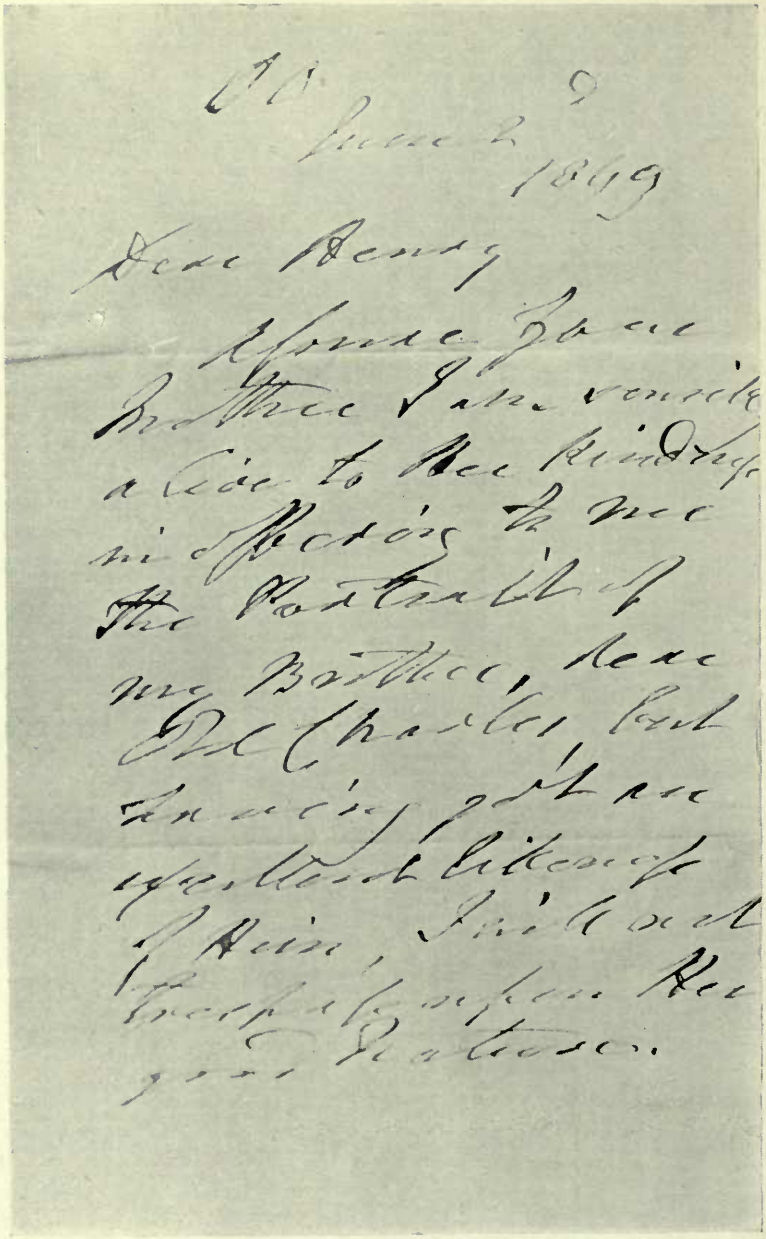
when in command of the *Romney* in the Eastern Mediterranean, which resulted in the capture of "one of the finest French frigates that ever was built," the *Sybille*, of 46 guns, is related by him in a most graphic and most interesting letter to his father, Lord Uxbridge, July 1, 1794. This letter is given *in extenso* in the "Paget Papers."

For the epitaph erected to his memory in King's Chapel, Gibraltar, I am indebted to the kindness of Mr. John Wall of Great Yarmouth, formerly of the 9th Foot, who copied it in 1864 and most kindly sent me a copy in the autumn of 1912:

"Sacred to the memory of the Honourable William Paget, second son of the Earl of Uxbridge. A Captain in the Royal Navy, and a Representative in Parliament for the County of Anglesea. Who having early devoted himself to the perillous profession of a seaman, was promoted to the rank of Post-Captain and appointed to the command of the *Romney* of 50 guns in the sanguine prospect of a glorious career. A wound received at a more early age from the dagger of an assassin in a foreign land brought him to a premature end. Yet short as his life was, he lived long enough to be approved a gallant and skilful seaman, and one of the most amiable of men. The former stands recorded in the annals of British valour by the Capture of *La Sybille* a French man-of-war of 48 guns and 430 men, after a severe and obstinate engagement in the Mediterranean Sea. To the latter the heart of every individual that knew him will bear testimony. Born 1769, died 1794."

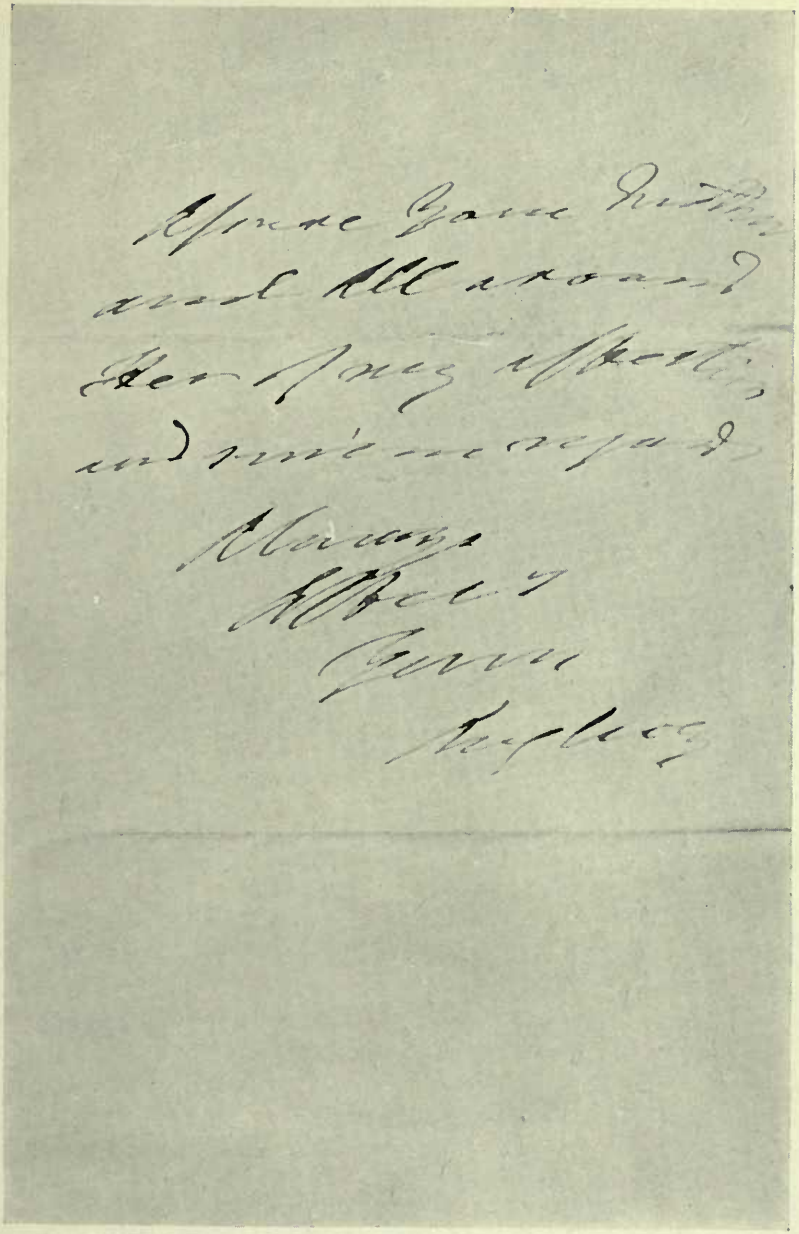
> "Far from thy kindred and thy friends,
> Thy short but bright career of glory ends;
> But though thy ashes grace a foreign earth,
> Britain exulting claims, brave youth, thy birth.
> Long as her Trident awes the Boundless Deep,
> Long as the subject seas her navies sweep,
> So long thy virtue, blended with her Name
> Shall gild thy deeds and consecrate thy Fame."

The third son, the Right Hon. Sir Arthur Paget, G.C.B., was born 1771, and educated at Westminster and



AUTOGRAPH LETTER OF THE "WATERLOO" MARQUESS

(*In possession of* HOWARD



OF ANGLESEY TO HIS NEPHEW, HENRY PAGET

PAGET, ESQ. *of Elford Hall*)

Christ Church, Oxford. He entered the Diplomatic Service in 1792. His distinguished career, during which he was Envoy and Ambassador at several of the European Courts, being Ambassador at Vienna during the campaign of Austerlitz, is set forth at length in the "Paget Papers," edited by his distinguished son, Sir Augustus Paget, who was also a diplomatist and Ambassador at Rome and Vienna. It is interesting to note also that Sir Ralph Paget, who at this critical time (November 1912) is British Minister at the Servian Court, is a son of Sir Augustus Paget. This past summer (1912) I visited King Henry VII's Chapel in Westminster Abbey, in order to see the stall into which Sir Arthur Paget, as a Knight of the Bath, was solemnly inducted, on the same occasion as Sir Arthur Wellesley, in 1812. His banner, bearing his name, is in very good preservation, and hangs in front of his stall, which is the second beyond the wooden steps on the right-hand side. On the back of the stall immediately below Sir Arthur's, are the three coats of arms, and the names of his three younger brothers, Edward, Charles, and Berkeley, who acted as his esquires at the Installation.

The fourth son of Lord and Lady Uxbridge, General Sir Edward Paget, K.C.B., was a most distinguished soldier and man universally respected and beloved. In the campaign in Egypt, in covering the retreat of Sir John Moore, as second in command to Wellington in the Peninsular, his courage and great abilities were recognised on all sides, and on his capture through a misadventure by a French squadron, no consideration would persuade the French to exchange him for an officer of equal rank. Wellington himself wrote to him and of him in terms of unusual warmth and affection. In later life in 1822, he became Commander-in-Chief in India, where he did good service, and finally died at Cowes Castle in a good old age.

A private memoir of him has been edited by his grandson, Eden W. Paget, which is full of interest.

The sixth and youngest son, the Hon. Berkeley Paget, was born 1780. As Major of the 7th Hussars he served through the Peninsular War, where he was constantly in the fighting line. He was A.D.C. to the Duke of

York. Later in life he was M.P. for Anglesey, and for many years Commissioner of Excise. He died in 1842.

THE LATER GENERATION

Since the generation of the first Marquess of Anglesey and his five brothers, the family of Paget has not lacked men in every generation who have rendered good service to their country.

Among these I would mention that distinguished sailor, my godfather Lord Clarence Paget, who did good service in the Crimean War and was Secretary to the Admiralty in Lord Palmerston's Government. An excellent life of him has been published. Lord George Paget was a brave soldier, and was in the famous Balaclava charge.

The name of the late Sir Augustus Paget is well known as a distinguished diplomatist. He was a son of Sir Arthur Paget of the "PagetPapers," and was Ambassador in Rome for many years and then at Vienna. It seems a striking instance of professional heredity to find his son Sir Ralph Spencer Paget also taking a high place in the diplomatic service, in which he is now Minister at the Court of Servia, in these times which are so critical for the Balkan kingdom (1913).

In the army at the present time, are worthy representatives, notably Sir Arthur Paget, now commanding the forces in Ireland, who has served with distinction in several wars. In the navy Sir Alfred Paget, Rear-Admiral, and others, show that there are Pagets still to uphold the supremacy of Great Britain upon the Seven Seas.

BEAUDESERT

Before bringing this sketch of our family to a close, it seems only fitting to add a word about the ancestral home of the Pagets upon Cannock Chase, in Staffordshire. I have the kind permission of the writer and publishers of that charming book *Sketches in and around Lichfield and Rugby*, which was published by the Lichfield *Mercury* in 1892, to quote from their work, a permission of

which I will gladly avail myself as I find it to be necessary. I may say that although the name of Beaudesert (or Beau Desert, as it is sometimes written) had been more or less familiar from childhood, yet I had never visited the neighbourhood of the Hall itself until the summer of 1906. I was spending a Sunday and Monday at the Palace at Lichfield, and Bishop Legge, with his accustomed kindness, on hearing that I had never visited Beaudesert, offered to send me over in his dogcart. It was a glorious morning and the drive of some six miles or more from Lichfield was most enjoyable. Gradually the road mounts up out of the valley and draws out upon the open moors, the air becoming all the while purer and more exhilarating. The principal lodge of entrance to the Park is of brick, and consists of an arch, through which the road passes into the Park and runs up some distance to the Hall itself.

At the time of my visit the repairs were being carried out by the present Marquess; the family were, of course, away, and it was therefore unfortunately impossible to be shown over this building, which is not only of considerable historical interest, but must always have a specially personal and romantic charm for any member of the family. However, I was able to walk up the flight of steps into the great entrance hall and see the fine staircase, and there got some little idea of the home of the Waterloo Marquess where he stood in 1815 to welcome his two future sovereigns, George IV and William IV.

There, too, within those ancestral walls, was somewhere hanging that portrait of my grandfather, "dear old Charles" as the Marquess calls him in the autograph letter which is here given, a portrait which he declares to be an "excellent likeness."

After taking in this glimpse of the interior and having also admired the fine old deep red brick façade of Beaudesert Hall, we drove on and up through the Park to the famous "Castle Ring," where one obtains a most glorious and extensive view, which is said to embrace nine counties. Far down in a valley beneath is seen a large coal-pit at work, where there is being brought to the

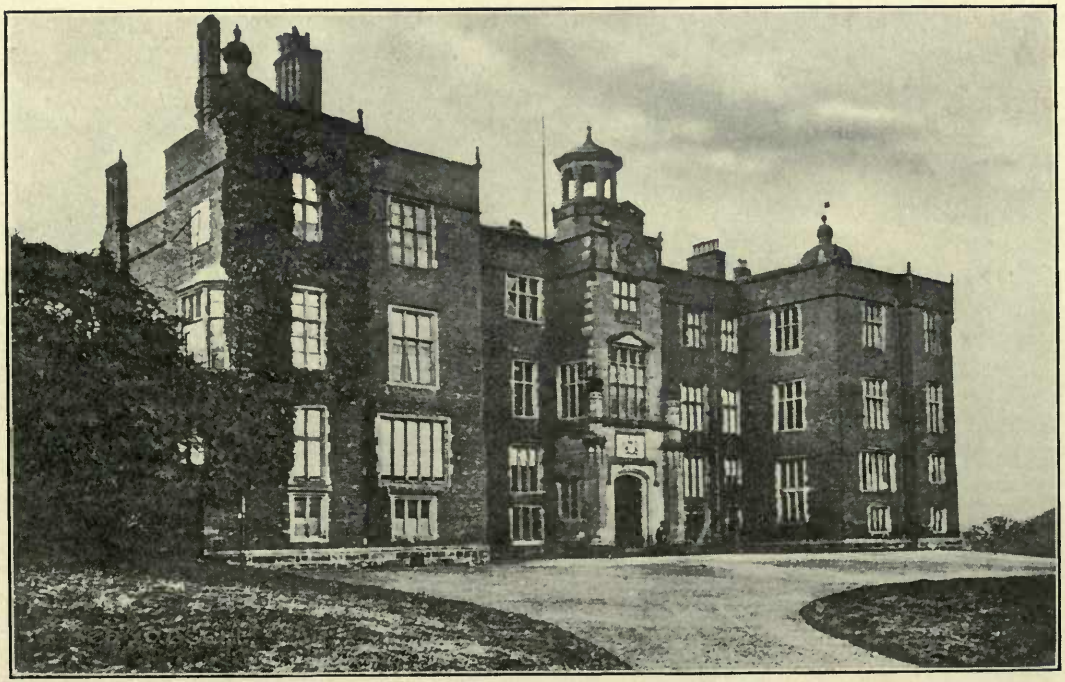
surface the source of the large revenues of the Beaudesert estate.

Beaudesert (says the writer of the above-mentioned "sketches") is said in 1292 to have been held by the ancient family of Tromyn of Cannock, while later it was one of the Episcopal residences of the Bishop of the combined dioceses of Lichfield and Chester.

In 1546 the place came into the possession of the Paget family, as we have seen, by the gift of these Lordships to Sir William Paget by Henry VIII, and, with the brief period of attainder during the later years of Elizabeth, Beaudesert and the Cannock Chase estates have been in the family ever since.

Evidently in the eighteenth century Lord Uxbridge had expended more care and money upon his estates in Anglesey and upon the house of Plâs-Newydd than upon Beaudesert, for Lady Uxbridge, when telling of the desire of King George III in 1805 to visit Beaudesert, regrets that "the dear old place had not had a fair chance," and goes on to say that all they could do would be to give the King lunch, as it would be impossible for him to sleep there. Lord Uxbridge after this must have done a good deal in repairing and renewing the old family home of the Pagets, for on the occasion of the Royal visit in 1815 the two English princes and the two Austrian archdukes with their retinues were entertained there for two or three days. It may be not uninteresting to insert here the account which the "Sketches" give of this visit of the Prince Regent and his brother the Duke of Clarence:

"The Prince Regent arrived at Lichfield on November 6, 1815, about 6 P.M., changed horses at the George Inn, and proceeding rapidly through the city was met at Longdon by a numerous body of gentlemen and the Marquess's tenantry, headed by his keepers, a particular ancient form which was probably indicative of his Lordship's right of free warren over Cannock Chase. The procession moved on to Beaudesert amid the acclamation of assembled thousands." (It should be remembered that this was Waterloo year, only six months after the glorious victory, and that Lord Anglesey was second only to the great Duke as a hero of that battle; this



BEAUDESERT (Staffordshire)

The Ancestral Home of the Paget Family

Royal visit therefore was regarded by the whole neighbourhood as an honour done to their own hero, who was also their own friend and neighbour.)

"After his arrival at the Hall, deputations from Lichfield and Burton presented loyal addresses to the Prince Regent, to which he returned most gracious answers whilst standing in the spacious dining-room surrounded by the Marquess's family and friends. The following day their Royal Highnesses were joined by the Austrian Archdukes John and Lewis. During their stay the illustrious visitors joined in the sports of the field and the joys of the banquet with all the amenity of private life and expressed themselves delighted with their visit.

"Beaudesert is situated on the eastern verge of Cannock Chase, two miles from Longdon Church and three miles from Rugeley.

"It is one of those old landmarks which are the pride and glory of the country; it stands on the side of a lofty sloping eminence, sheltered above by beautiful rising grounds and surrounded by fine trees. The main entrance is under a Gothic portico into a spacious and handsome hall. There is a valuable library, in which is said to be kept the Registry of Burton Abbey. Some fine paintings are to be seen upon the walls, especially one of the Battle of Waterloo."

Such then is Beaudesert, one of the ancient and noble homes of England; the most ancient portions dating back, it is said, to 1292, when it was the home of one of the families of the county. It was never, as I had once imagined it to have been, a monastic establishment connected with the Abbey of Burton, but was one of the country-houses of the Bishops of Lichfield or Chester until 1542, when the bishopric was settled at Chester. Apparently therefore, when granted with the estates to Sir William Paget by the King in 1546, it was not in use or occupation by the Church, so that any members of the family who have felt sensitive on the subject of "sacrilege" may, I think, take their legitimate pride in Beaudesert Hall with a quiet conscience! The early barons seem to have lived there a good deal, and Thomas, the third baron, repaired and

enlarged the Hall. From the letters of the sixth baron, it is evident how closely his memory and affections clung to Beaudesert, and the exact recollection which he retained of where "the wall" was to be rebuilt for "the orchards" and his "kitchen garden."

His son the first Earl of Uxbridge and seventh baron, evidently also lived much there and had oversight of the estate during his father's absence abroad.

No wonder Lady Uxbridge, in later years, writes so affectionately of Beaudesert as "a dear old place" where "it would have been the joy of her heart to receive the King" had it been in better repair. There one can picture Lord and Lady Uxbridge living amid their friends and tenants, and surrounded by their fine family of six sons and four daughters, whom they rejoiced to see growing up strong and handsome in the fine free life and splendid air at Cannock Chase. There in later life they would have received news of the battles by sea and land in which the sons took part, and there would they have welcomed them home from time to time to hear the details of their exploits.

The memory of Beaudesert must have gone forth with the soldier and sailor sons into many a desperate encounter and have inspired them to fight to the death to preserve from foot of foreign invader their country and their home.

N.B.—For further notes about the family, and especially about the Drayton Estate, see the supplementary chapter at the end of the volume.

A MEMOIR OF

VICE-ADMIRAL THE HON^{BLE}

SIR CHARLES PAGET, G.C.H.

ADMIRAL OF THE WHITE AND

COMMANDER-IN-CHIEF OF THE NORTH-AMERICAN STATION

1778–1839

CHAPTER I

THE "WOODEN WALLS" OF OLD ENGLAND

"This hollow oak our palace is
And our heritage the Sea."

—Old Sea Song.

In order at all adequately to realise the part which was played by my grandfather, Sir Charles Paget, and hundreds of gallant seamen like him in the history of our country, it is necessary to recall the circumstances in which the nineteenth century dawned and the tremendous issues which England had to face during all the twenty-two years of the Napoleonic struggle.

The French Revolution broke out and the French throne fell. Like a sea of molten lava the long pent-up fires of hatred and discontent, mingled with a fiery enthusiasm for liberty and for glory, swept over France, and overflowing national boundaries speedily subjugated the adjoining smaller states. England under the conservative and statesmanlike control of George III made no move, though convulsed with horror at the Parisian Reign of Terror, until Holland was invaded and the Royal victims Louis XVI and his Queen were guillotined early in 1793. Then the French ambassador was ordered to leave London and France declared war, and the two countries entered upon that deadly struggle which only ended with the Battle of Waterloo, 1815.

Great Britain at first was ill equipped for such an encounter, for her army was small and by the disastrous policy at the War Office was scattered over the world in futile expeditions. The deadly climate of the West Indies alone decimated regiment after regiment of our best troops, which ought to have been concentrated upon some one spot on the Continent, where Wellington's later triumphs might have been by many years anticipated.

There were not unreasonable fears at that time that

the French might successfully invade Ireland. The first thing which restored the national confidence were two great naval victories, that of Lord Howe on June 1, 1794, and the Battle of St. Vincent by Admiral Jervis in 1797. Thanks to her "Wooden Walls" England began to breathe freely again.

When Napoleon, that extraordinary genius, had obtained absolute control of the resources of France, one after another the great nations of the Continent went down before him until England was practically left alone to continue the life-and-death struggle. For a time the French Emperor was the Dictator of Europe, and not only threatened to invade England from his great camp at Boulogne, and to close all the ports of Europe against her commerce, but was also planning to turn all neutral fleets like those of Denmark, Sweden, and Russia against her. We have to remember this when we are inclined perhaps to criticise the English Government for taking such action as resulted in the destruction of the Danish navy on one occasion and the bombardment of Copenhagen and the surrender of their fleet on another.

During the earlier years of the war and in fact until the decisive victories of Wellington in Spain, the one effective weapon which Great Britain was able successfully to oppose to the legions of the victorious Napoleon was her invincible "wooden walls." Year by year her navy was strengthened; the skill and courage of her seamen and their confidence of triumph grew with each fresh capture until this arm reached its perfection, as Captain Mahan says, in the year of Trafalgar.

The *Naval Chronicles*, vol. i. p. 292, give the following comparative statement showing the increase of the navy in six years:

	June 1, 1793	*June* 1, 1799
Ships of line	147	194
Fifties	22	26
Frigates	136	234
Sloops	105	331
	420	785

It should be noted that many of these ships were captured from France or Spain and joined to our navy.

With sleepless vigilance the vessels of the British navy watched the great fleet of boats at Boulogne, so that one had not even the ghost of a chance to slip by; while other squadrons patrolled the Channel, the Bay of Biscay, the Mediterranean, and blockaded the harbours of Brest, Rochelle, Cadiz, and Toulon, so that the French and Spanish fleets were cooped up and rendered to a great extent harmless. Finally Nelson once for all crushed the combined fleets of France and Spain at Trafalgar, and from that day the shores of England were absolutely safe from any attack which Napoleon might plan.

It is no wonder then that in those years of strife, as we see illustrated in the contemporary novels of Jane Austen, the navy became the idol of England, the profession which many of her best blood burned to follow, and that even young middies when on leave were welcomed as their country's defenders.

Some afterglow of those glorious days of the "wooden walls" of Old England I imagine that I must have felt in the ring of enthusiasm with which my father used to sing to us the grand old sea-songs of his boyhood, such as the "Wet sheet and the flowing sea, and the breeze that follows fast." Something of this spirit too is caught by Sir Edwin Arnold in these verses of his fine poem, "The Endymion," which is given in its entirety later:

"But ever 'mid red rage and glow
Of each tremendous ocean fight,
Safe, by the strength of those below,
The Flag of England floated bright.

"'Ah dear brave souls,' she said, 'tis good
To be a British girl, and claim
Some drops, too, of such splendid blood,
Some distant share of deathless fame.'"

CHAPTER II

BOYHOOD AND EARLY COMMANDS

My grandfather, the Hon. Charles Paget, was born October 7, 1778, and was the fifth son of the Earl and Countess of Uxbridge. Whether he was born in Uxbridge House in London, at Beaudesert, or at Plâs-Newydd, I am unable to say, but I should like to think it was at Beaudesert. After presumably attending the Naval Academy at Portsmouth he entered the Royal Navy in 1790, at the age of twelve, as naval cadet, which was then called "captain's servant." He served on the *Goliath* and then on the *Alcide* guardships at Portsmouth from February 27, 1790, to August 25, 1791.

On the 12th of April 1792 he cruised on the *Assistance* under Admiral Sir Richard King for eight months off Newfoundland, and then in the *Syren* under Captain Manley, in the North Sea, from December 31, 1792, to April 17, 1793. He was promoted to be midshipman March 1, 1793, the year when the great war began. He served as midshipman on board several vessels (six in all) in the Channel and North Sea from March 1793 to December 11, 1796.

At that date upon the *Latona* he was appointed acting lieutenant for six months to May 1797. On June 9 of the same year he became lieutenant of the *Centaur* under Captain Markham for a month, and upon the 2nd of July 1797 received his first appointment as captain to command the sloop *Martin* for the service in the North Sea and Cattegat.

The log of the *Martin*, which I have recently read through in the Public Records, seems from the handwriting to have been written by himself, and doubtless the young captain was too jealous for the records of his first command to entrust the entries to any other hand.

I may here perhaps fittingly say that in last August (1912), being in England, I made a point of searching through the logs of all my grandfather's ships, so far as was possible in the time, and made short notes from them.

There was to me something both romantic and fascinating in thus having before me, to read and to handle, these old worn volumes bound in calf-skin, the writing brown and faded, and the covers in some cases torn or loose from wear and tear in the old voyages. Some stories of the events of those far-off times may have come down to us, and we may have thought of them in an unreal and dreamlike way, but here are the actual records made on board these frigates and three-deckers from day to day in the very handwriting of the captain or master, who must have slipped down from his watch on deck, perhaps in the midst of some exciting chase, to make these brief and hasty entries.

When one thinks how often the hand of that young captain, so proud of his first command, must have opened and closed this volume while his pen jotted down the essential details in the briefest possible space, it seems almost like "the touch of that vanished hand, and the sound of the voice that is still."

Here are some of the entries in the log of the *Martin:*

Sunday, July 2, 1797.—H.M. sloop *Martin* was resigned in due form to the Hon. Charles Paget.

July 17, 1797.—Fired a gun to bring to a schooner; sent boat on board. Signalled convoy, &c.

"The day of leaving Yarmouth hove to and boarded a ship from Hamburg.

July 19, 1797.—Fired a gun and boarded a ship, a sloop from Amsterdam. Gave chace to N.E., brought to and boarded a Danish brig from Norway; took a man out of her having no certificate of being a native of Danemark. Chaced a strange sail on N.E., fired a shot and brought her to.

July 20, 1797.—Fired 2 guns at chace and boarded her.

July 22, 1797.—Moored off Cronberg, Elsinore Roads.

July 24, 1797.—Punished seaman for disobedience, and 2 doz. lashes to another for striking his superior officer.

Aug. 3, 1797.—Fired 3 guns and brought to a Danish ship, boarded her and took out a man.

Aug. 5, 1797.—Off Flamborough Head and acting with convoy.

Aug. 16, 1797.—Fired at brig which hauled to the east, fired 18 shotted guns at her, weighed and gave chace; made all sail at 2 A.M. Sent both cutters manned and armed after ship; found her to be the *Humber* of Harrich, revenue cutter.

We can understand the chagrin of the young captain on this occasion, and the lecture which he read the commander of the cutter.

Sept. 2, 1797.—At 9 P.M., as Captain Paget was coming off from Sheerness in the large cutter, they were run down by a vessel going into harbour, which caused the loss of the cutter and all materials. The captain and boatswain having only time to save themselves by getting on board the craft, demanded a cutter and materials. Sailed, taking convoy in the North Sea.

Nov. 11, 1797.—Moored Yarmouth Roads. Resigned command to John Cleland.

(*Signed*) CHARLES PAGET, Captain.

It will be seen from this log that in the four months of his first command Captain Paget displayed those qualities of alertness and energy which afterwards distinguished his career so notably. In his two cruises in the North Sea, engaged in the responsible and trying task of convoying merchant ships, not a strange sail seems to have escaped him; the moment she was espied the *Martin* spread her wings in pursuit, guns were fired and the ship boarded, and in some cases the right of impressing into the King's service those foreign sailors not protected by a certificate of nationality was exercised. Thus were the shores of England guarded by her "wooden walls" and the surrounding seas policed by her cruising vessels. The story of my grandfather's narrow escape from drowning at the threshold of his career, in the accident off Sheerness, I read of for the first time in the log of the *Martin*.

Penelope

Oct. 18, 1798.—Captain Paget was posted to the command of the *Penelope*.

The log of this ship I did not search at the Record

Office, so that I cannot give any account of her performances during the period of his command. But from the *Naval Chronicles* of 1799 I find one or two references:

PORTSMOUTH REPORT

Jan. 3, 1799.—Sailed this day the outward bound West India ships under convoy of the *Hydra, Penelope* (Captain Paget), and *Echo.* Lord Hugh Seymour is going as a passenger to Madeira in the *Penelope.*

Feb. 14, 1799.—Arrived at Portsmouth H.M. ship *Penelope* 38 guns Captain Paget from Madeira, having on board Lord Hugh Seymour, and brought in with her the *Fly* schooner from Guernsey, laden with brandy, &c.

PORTSMOUTH REPORT, *March* 3–19, 1799

Ships at Spithead. *Penelope,* 38. Waiting to be docked *Brilliant,* 32.

APPOINTMENTS

Captain Blackwood is appointed to the command of H.M.S. *Penelope* of 38 guns and the Honble. Captain Paget succeeds Captain Blackwood in the command of the *Brilliant,* 32.

The *Brilliant* must either have been docked for an unusually long time or else there must be some discrepancy in this entry, as the *Brilliant's* log gives March 1800 as the date of her being commissioned by Captain Paget, and the *Naval Chronicles* state that she sailed from Portsmouth in March 1800 for Costa.

I may here fittingly acknowledge my debt to Mrs. Groves, daughter of the late Admiral Oliver, for the loan of a complete list of the *Naval Chronicles.* This work consists of forty volumes, covering the period from 1799 to 1818, and contains a mass of contemporary Naval History, of Reports and Letters, together with Naval Biographies, descriptions of Foreign Countries, lists of the vessels in the Navy, of Prizes taken, and much other matter. There are in the different volumes many quaint engravings from paintings by Pocock and other artists of foreign cities, and of naval engagements; but the somewhat chaotic order in which the contents are thrown together, and the extremely small print of

portions of the work, which is also in places brown and faded, make it a difficult and trying task to extract the particular item for which one is searching.

From the *Penelope* frigate Captain Paget was appointed to the command of the frigate *Brilliant*, of 32 guns, March 1, 1799. The following extracts from the *Brilliant's* log are here given :—

Mar. 1, 1799.—Sailed with Convoy in company.
Mar. 9, 1799.—Off Finisterre.
Mar. 21, 1799.—Anchored in Plymouth Sound.
Mar. 29, 1799.—Portsmouth, to May 10.
May 11, 1799.—The Needles.
May 13, 1799.—Cove of Cork.
May 19, 1799.—Made sail in chace of a ship.
May 20, 1799.—Brought to a ship bound for Cork.
May 26, 1799.—Boarded a Prussian galliot.
May 31, 1799.—Joined grand Fleet off Ushant; joined Sir E. Pellew's Expedition.
June 2, 1799.—Parted co. with squadron and remained off L'Orient with *Magicienne.*
June 3, 1799.—Again joined Sir E. Pellew.
June 7, 1799.—Off Quiberon Bay.
June 13, 1799.—Near Croisic. The two cutters cut out from under a point near Croisie a large ship which appeared to have been cut down.
June 28, 1799.—Fired two broadsides at Forts on Belle Isle which had fired at us.
During July off Quiberon; on July 29 boats of squadron cut out of L'Orient gun-boat Cerbère.
Aug. 25, 1799.—Off Ortegal.
Aug. 26, 1799.—Battery began firing on us (*Brilliant* and *Cynthia*). Returned fire and took possession of it.
Aug. 30, 1799.—Boats of squadron cut a corvette out from under a battery at Vigo.
Sept. 1, 1799.—Received 86 French prisoners.
Sept. 9–16, 1799.—Plymouth Sound.
Sept. 17, 1799.—Boarded a ship.
Sept. 19, 1799.—With Fleet.
Sept. 26, 1799.—Off Ferrol.

"Brilliant" and "Hydra"

Oct. 12, 1799.—Chaced and boarded Hamburg ship.
Oct. 19, 1799.—Made all sail, cleared, and came up with a captured Spanish privateer, *St. Yago,* of 14 guns.
Oct. 23, 1799.—Made all sail for Lisbon; prize in co.

Dec. 1, 1799.—Made sail standing off and on waiting for convoy.

Dec. 8, 1799.—Standing in for Bar of Lisbon ½ p. 7 came to anchor. Blowing fresh, cut our cable and made sail; 9 A.M. heavy squal, let fly tacks and sheets, let go small Bower, which parted immediately; we then let go the sheet-anchor, which brought us up.

Dec. 10, 1799.—Received two anchors and cables from dock-yard at Lisbon.

Dec. 21, 1799.—While anchored in Tagus "received the small Bower anchor, which was lost."

Jan. 27, 1801.—Reached Spithead.

Feb. 10, 1801.—Captain went on board, Admiral returned, made sail.

Feb. 17, 1801.—Off Penmarck.

Mar. 1, 2, 1801.—Two chaces.

Mar. 9, 1801.—Cleared for action, and in chace, which showed French colours with an Admiral's flag, fired 2 guns; cleared ship, all hands at guns all night.

Mar. 10, 1801.—6.30 A.M. saw enemy which made signal they were of the line. At 11 parted co. with *Doris* and sailed for Quiberon Bay.

Mar. 18, 19, 1801.—The *Brilliant* was sunk battered and damaged by gales, ship labouring heavily.

Apr. 6, 1801.—Plymouth, Hon. Captain Wodehouse came on board whose commission being read he superseded the Hon. Captain Paget by taking command of H.M.S. *Brilliant.*

CHARLES PAGET, Captain.

In this log of the *Brilliant* we have a contemporary story, jotted down in brief nautical sentences, of the kind of patrol work that was carried on by the smaller ships of the navy. The notices of being off L'Orient and Quiberon imply days and nights of sleepless vigilance while the vessel was buffeted oftentimes by Atlantic gales. The exciting incident off the Bar of Lisbon, when two anchors were lost and the sheet anchor alone, their last hope, saved the *Brilliant* from destruction; and the entry in Quiberon Bay that the ship was "much damaged by gales" and was "labouring heavily" gives us vivid pictures of the constant perils to which these small sailing vessels were exposed, and of the consummate skill and daring of our seamen.

These old volumes seem almost redolent of the salt of the ocean and to sway with the heaving of the frigate

upon the great rollers of the Bay of Biscay as she lay to off L'Orient watching the foe, or dashed off in pursuit of a strange sail, or waited impatiently for the lagging merchant ships of her convoy.

The "Hydra"

Apr. 6, 1801.—The Hon. Captain Paget took the command.

Apr. 6–15, 1801.—Moored off Sheerness and sailed for Spithead.

June 4, 1801.—Chaced sail—sent boats to cut her off.

Aug. 11, 1801.—Off Weymouth heard firing, supposed them to be engaging—made sail for them. Heard French privateer had captured English brig—stood off and on but saw nothing.

Sept. 2, 1801.—Off Lisbon, chaced some ships.

Sept. 2, 1801.—Off Cadiz, chacing almost daily.

Nov. 7, 1801.—Boarded two ships.

Nov. 24, 1801.—Off Gibraltar.

Nov. 26, 1801.—Ships arrived with troops from Egypt.

Dec. 15, 1801.—Sent condemned stores to dockyard and brought new back.

Jan. 7, 1802.—Up anchor and made for Malta, received despatches for Malta.

Jan. 9, 1802.—Passing Majorca.

Jan. 10, 1802.—Sent boat and officer with despatches into Port Mahon, and came into harbour and found 3 H.M. ships.

Jan. 13, 1802.—Sailed from Port Mahon to Malta.

Jan. 18, 1802.—Anchored at Valetta and found Lord Keith's squadron there. Lay here. Sent despatches on board Admiral.

Jan. 26, 1802.—3 warships sailed for Naples, &c.

Jan. 29, 1802.—Manned ship to receive Lord Keith: came on board 12 and left 4 P.M. [This must have been a great event for the young captain of 23 and his officers.]

Jan. 18 to *Feb.* 2, 1802.—Anchored at Valetta.

Feb. 2, 1802.—Lost 2 hawsers trying to warp out.

Feb. 11, 1802.—Off island of Elba.

Feb. 13, 1802.—Stood out of Ferrara for Leghorn.

Feb. 15, 1802.—Came to Leghorn Roads.

Feb. 20, 1802.—Chased and captured a pirate boat full of merchandise.

Feb. 22, 1802.—Delivered same to plundered owners.

Mar. 10, 1802.—Valetta Harbour.

Apr. 12, 1802.—Sailed out and anchored.

Apr. 14–16, 1802.—In Syracuse Bay.

May 1, 1802.—In Naples Bay.

May 10, 1802.—Off Messina. Valetta again.

June 1, 1802.—Off Messina.

June 6, 1802.—Divine service. Moored in Valetta again several days in June.

June 26, 1802.—Embarked Mr. Cameron, the Governor of Malta, and his family.

Aug. 1802.—Palermo and then Naples. Then cruising in Mediterranean during latter part of August and September, and then out to the Atlantic.

Sept. 22, 1802.—Off Lisbon.

Oct. 4, 1802.—Anchored at Spithead.

November 10, 1802.

(*Signed*) C. PAGET, Captain.

These cruises of the *Hydra*, lasting for a year and a half, illustrate an important branch of naval service discharged by the smaller ships, viz. that of conveying despatches from place to place and Admiral to Admiral.

The notice of the meeting with the well-known Admiral Lord Keith at Valetta, and of his visit to the *Hydra* is interesting, as Lord Keith was at that time Nelson's chief, and the *Hydra's* frequent voyages from Malta to Sicily and Naples were probably largely for the purpose of carrying despatches of importance. This was the time when Lord Nelson, enthralled by Lady Hamilton, was living at the court of Naples in the singular position of being partly protector and partly adviser to their Sicilian Majesties. An excellent description of this anomalous state of things will be found in the letters of Sir Arthur Paget, who succeeded Sir William Hamilton as Envoy to Sicily.

CHAPTER III

THE *ENDYMION*

April 5, 1803 to *April* 20, 1805

As it was while in command of the *Endymion* that my grandfather performed the chivalrous action to the disabled Frenchman depicted as the "Gallant Rescue" in Schetky's fine painting in the United Service Club, I felt that her log was one of special interest. I have therefore read carefully not only through the Captain's log, but also the Master's, and have made notes from both.

The *Endymion* was a fine vessel, a first-class frigate; and upon hearing of this appointment, his brother, Sir Edward Paget, writes from Egypt: "I am happy to hear Charles has got a large frigate. Of course he will not come into the Mediterranean. I should like to return with him as soon as the expedition is over."

Captain Paget's First Lieutenant on the *Endymion* was Charles John Austen, who had served on the same vessel before. He was the younger of the two "sailor brothers" of the well-known novelist, Jane Austen, and a most gallant and able sailor. His great nephew, Mr. J. H. Hubback, most kindly sent me a copy of his book, *Jane Austen's Sailor Brothers*, and in this interesting volume, p. 122, there occurs this reference to the *Endymion:* "Charles, when the war broke out, was again appointed to the *Endymion*, and served on her with some distinction until October 1804, when he was given the command of the sloop *Indian*. Among other prizes taken under Captain Paget, who finally recommended Lieutenant Charles Austen for command, the *Endymion* captured the French corvette *Bacchante* on the return voyage from St. Domingo to Brest. This prize

was a remarkably fine corvette, and was added to the British Navy."

Extracts from the Captain's and Master's Logs of the "Endymion"

Tues., April 5, 1803.—Captain Paget came on board and commissioned the ship at Portsmouth.

May 19, 1803.—Lord Nelson hoisted flag on *Victory*. Saluted with 17 guns, and we returned salute with 15 guns.

Sun., June 5, 1803.—Saluted 21 guns for H.M. Birthday.

June 18, 1803.—Saw strange sail and made sail. Chace, at 6.30 we brought to and lost possession of *La Bacchante*, French corvette of 14 guns, 75 men. Shipped prisoners on board. Captain Charles Paget, in lat. 47° W. 1 (?) N. long. 20° W. fell in with, and after a chace of eight hours, captured the *Bacchante*, French corvette 20 guns, 100 men. Through July sighting and chacing ships.

July 19, 1803.—Boarded a West Indiaman, impressed 8 men for service.

July 22, 1803.—Captured a French brig.

During this period several notices of flogging for drunkenness.

Aug. 5, 1803.—In Plymouth Sound. Then chacing ships almost daily.

Aug. 14, 1803.—Sunday, performed Divine Service.

Aug. 15, 1803.—Captured French privateer of 18 guns, sent prize to England.

Aug. 22, 1803.—Captured ship, put on petty officer and six men.

Sun., Aug. 28, 1803.—Mustered ships lat. 11.

Sept. 12, 1803.—Met American ship and heard that war is declared with Spain.

Sept. 14, 1803.—Captured 3 Spanish ships.

Sept. 20, 21, 1803.—Plymouth Sound (also at Plymouth from Nov. 15, 1803, to Jan. 5, 1804).

[In the entries through January and February, there are accounts of frequent severe gales which the *Endymion* had to face in pursuit of her duty.]

Jan. 7, 1804.—At 2 main-topmast went over the side. Seaman Moors killed, much rigging blown over board.

Jan. 14–15, 1804.—Ship heavily treated by sea and gale. Topmast wrecked.

Jan. 23, 1804.—Violent gales.

Jan. 28–29, 1804.—The same.

Feb. 11, 1804.—Strong gales.

Feb. 17, 1804.—Strong gales off Finisterre; during this time she is cruising off Finisterre.

Sun. 19, 1804.—Performed Divine Service.

Feb. 21, 1804.—Boarded 2 Spanish schooners.

Feb. 29, 1804—Joined squadron off Ferrol; there till March 5.

Mar. 11, 1804.—Sunday; performed Divine Service in heavy gale.

Mar. 23, 1804.—Towing brig *Venus*, 2 hawsers broken, convoying fleet.

.—At *March* 31, 1804.

(*Signed*) CHARLES PAGET, Captain.

April 20 to *May* 14, Plymouth.

May 31, 1804.—Bore up for Denmark harbour.

June 4, 1804.—Sent all boats to board several sail of enemy in Denmark Harbour, fired 2 broadsides at same and signalled recall, sailed out 3.30.

June 5, 1804.—Fired at three ships; prepared for sea.

June 6, 1804.—At 1.30 fired larboard broadside at 2 vessels —at 6.30 again. At 6.50 starboard.

June 10, 1804.—Fired at them again.

June 23–24, 1804.—Chaced and boarded Spanish ship.

July 1, 1804.—Slipped cable of best Bower anchor, as not room to weigh. Spoke fleet off Ferrol.

Aug. 1, 1804.—Joined [squadron] under Cochrane.

Aug. 4, 1804.—Parted with them.

Aug. 14, 1804.—Boarded Spanish frigate and 2 others.

Sept. 24–25, 1804.—Off Ortegal, &c.; fresh gales.

Oct. 1–3, 1804.—Off Corunna.

Oct. 2, 1804.—Fresh gales; slipped best Bower with buoy; strong gales.

Oct. 27–30, 1804.—Fresh gales.

Notes from Log of "Ville de Paris," 1804

The *Endymion* was serving under Admiral the Hon. W. Cornwallis during 1804–1805. In the log of the *Ville de Paris*, Admiral Cornwallis's Flagship, there is this entry:

July 15, 1804.—I sent off the *Endymion* from Penmarck to cruise off Cape Finisterre and Vigo for the purpose of intercepting the enemy's cruisers frequenting that Port, and particularly to prevent any English vessel which had been captured being taken into that Port.

LADY PAGET, THE AUTHOR'S GRANDMOTHER

(*From a miniature in his possession*)

In the same log are these brief entries:

Sept. 3, 1804.—The *Endymion* joined company.

Sept. 4, 1804.—I ordered the *Endymion*, Captain Paget, to go to Plymouth to replenish, and rejoin with all expedition.

Sept. 20, 1804.—The *Endymion* joined from Plymouth.

Sept. 20, 1804.—I detached *Endymion* to join Rear-Admiral Cochrane off Ferrol.

Oct. 30, 1804.—Strong gales split main-topsail. Strange sail in sight.

Nov. 3, 1804.—Lying to off Vigo.

Nov. 10, 1804.—Fresh gales.

Nov. 30, 1804.—Fresh gales.

Dec. 3, 1804.—Ran into Harbour.

Dec. 5, 1804.—Strong gales.

Dec. 7, 1804.—Strong gales off Finisterre.

Dec. 25–26, 1804.—Gales off Finisterre.

Jan. 2, 1805.—Rock of Lisbon in sight.

Jan. 9, 1805.—Took Spanish ship from Oronoco.

Jan. 12, 1805.—Captured *Charlotte* from Cadiz.

Jan. 13, 1805.—Gales.

Jan. 21, 1805.—Captured Spanish ship the *Brilliante* from Vera Cruz, received on board prisoners and 88 boxes of money.

Jan. 27, 1804.—Captured another and sailed with prizes in co.

Feb. 4, 1804.—Took the third Spaniard from Lima for Cadiz, received on board 240 boxes of dollars for better security.

Sun., Feb. 10, 1804.—Captured another Spaniard, sailed for Spithead, 12 prizes in co.

Feb. 24, 1804.—Anchored at Spithead.

April 20, 1805.—Captain King superseded Captain Paget.

(*Signed*) CHARLES PAGET, Captain.

This two years' command of the *Endymion* was one of the most important and successful that Captain Paget enjoyed. He was exceptionally fortunate throughout in the capture of prizes, and at the close effected the really splendid detention of four Spanish treasure ships. One of these alone is stated in the *Naval Chronicles* to have been worth a million and a half of dollars, and the share of the *Endymion's* three lieutenants in the prize money amounted to £12,000. This is one of the few incidents in my grandfather's life of which I can recollect my father telling us. He used to give us an

amusing description of the somewhat grotesque terror and distress of the Spanish commanders when the British officers boarded their valuable ships. The subjoined letter (which I have copied from the Paget Papers) was written soon after this event to his brother Sir Arthur Paget.

"Endymion," off Portland,
Friday night, Feb. 22nd, 1805.

My dearest Arthur,—I wrote to you about six weeks ago before I had taken any Spaniards. As a real and attached and affectionate brother you will be glad to hear that I have captured seven Spanish ships. Three of them I sent away for England immediately after taking them—the four others I have now under my convoy. I am now lying to with them off Portland lights meaning to run for Spithead at daylight, the last I took was one of the famous Lima Registre ships which besides merchandise had on board Specie, Plate, and Jewels to the amount of about a million and a half of dollars, all of which for safety I removed on board the *Endymion*; in short my dear fellow, my *whack* of Prize Money at a moderate calculation will be about fifty thousand pounds, which for a younger brother is not a bad fortune to have made. You may conclude (as I am irrevocably of the same mind as well as herself) I am anxious to get to London to see Elizabeth [his future wife] which with or without leave I purpose doing eight hours after the anchor has gone at Spithead. Before I go to sea again you shall hear from me. . . .—Your most devoted and affectionate brother.

Charles Paget.

CHAPTER IV

MARRIAGE AND COMMAND OF THE *EGYPTIENNE*

THE resolve which at the end of the last chapter Captain Paget expressed in his letter to his brother, he carried out with sailorlike promptitude. On February 24, 1805, the *Endymion*, with her rich prizes in company, anchored at Spithead, and upon the seventh day of March following, 1805, the year of Austerlitz and Trafalgar, Charles Paget was married in the church of St. Mary-le-bone, to Elizabeth Araminta Monck, daughter of Henry Monck and Lady Elizabeth Monck. Miss Monck was not of age, but her father was present, and his signature is appended to the Register, a copy of which I possess.

It must have been, I imagine, soon after this, and probably out of the proceeds of some prize money, that my grandfather purchased the house and estate of Fair Oak in the village of Rogate, not far from Petersfield. There in the lovely country of the South Downs, in "Sussex by the Sea," he and his bride made their home and there their numerous family of ten were born and reared. Captain Paget was elected M.P. for Milborne Port from 1804 to 1806, and for the Borough of Carnarvon from 1806 to 1826. Before leaving the subject of my grandmother and her family it is interesting to note this entry in the Diary of General William Dyott of Freeford, which almost certainly refers to Lady Paget's mother. "In August, September, and October 1797 passed a good deal of time at Saltam—a house full of people. A very pleasant and the prettiest woman in England there most of the summer, Lady Elizabeth Monck." On December 27, 1805, my grandfather was appointed to the command of the *Egyptienne* frigate for the Channel service, and of this appointment Lady Uxbridge thus writes to Sir Arthur Paget, January 4, 1806: "Charles is just appointed to the *Egyptienne*, the finest

frigate in our service, and he is going to Plymouth to take possession of her. She is to be attached to Admiral Cornwallis's fleet. I could have wished that on account of his health he had remained on shore till the bad weather was over, and I think Mr. Pitt would wish it for another reason, as I understand the opposition are straining every nerve . . . at such a time the loss of three Members will be felt and I am afraid neither yourself, Edward or Charles, will be in England." From December 27, 1805, to March 21, 1807, my grandfather was in command of the *Egyptienne* engaged in active service in the Bay and along the Spanish coast.

It so happens that I possess two fine pictures of this vessel, which came to my father at the break up of the Fair Oak household at my grandmother's death in 1843. The one depicts the *Egyptienne* under full sail pursuing a Spanish schooner into Ferrol harbour, the other represents the frigate coming out again, having lost her foretop mast, and having had to abandon the chase. These pictures having been familiar to me from childhood upon the walls of our various homes, it was intensely interesting to read the actual account of this incident in her log, as I did last August.

I am also able to supplement the short extracts from the log of the *Egyptienne* with a letter written by Captain Paget, which is printed in the *Naval Chronicles*, vol. xv. p. 254, in which he describes an important capture made during this cruise.

Log of the Egyptienne

Feb. 10, 1806.—Made sail from Plymouth.

Feb. 18, 1806.—Off Finisterre.

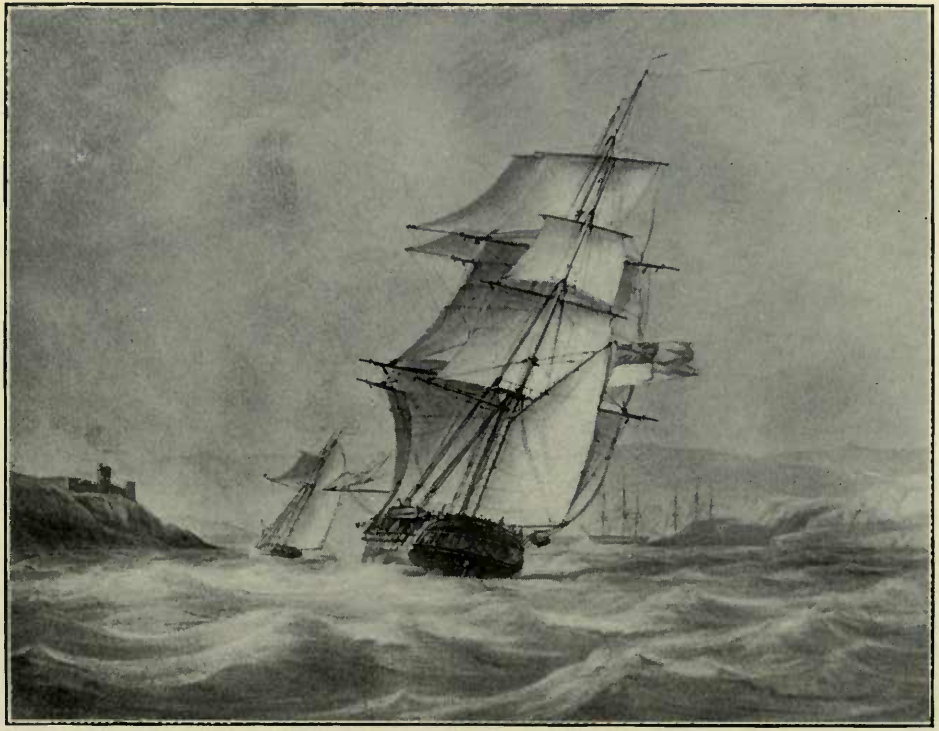
Feb. 20, 1806.—Rescued English brig wh. had been captured by Spaniards. Had constant gales. Often chasing ships.

Mar. 1, 1806.—Received fire of battery of Guara, one struck ship. Returned fire with starboard guns.

Mar. 2, 1806.—Off Bayonne Islands. Observed 2 Spanish ships of line and 1 frigate and 1 French ship of line.

Mar. 9, 1806.—Boats captured *L'Alcide*, a French privateer of 30 guns, and sent her with a lieutenant and 19 men to England. Concerning this exploit the subjoined letters appear in *Naval Chronicles*, vol. xv. p. 254.

Copy of a letter of the Earl of St. Vincent, Admiral



THE "EGYPTIENNE" FRIGATE (CAPTAIN THE HON. C. PAGET) IN PURSUIT OF SPANISH SCHOONER (1806)

(From picture in Author's possession)

and Commander of the Fleet employed in Channel, to the Lords Commissioners of the Admiralty, dated March 22, 1806.

SIR,—I have the honour to transmit for the information of the Lords Commissioners of the Admiralty the enclosed copy of a letter from Captain Paget, and have great pleasure in expressing my admiration of the gallant exploit therein recorded.—I am, &c.,

ST. VINCENT.

LETTER OF CAPTAIN PAGET

"EGYPTIENNE," OFF CAPE FINISTERRE,
9th March 1806

MY LORD,—I have the honour to inform yr. Lordship, that having received intelligence of a large French privateer being in the harbour of Muros, I decided on seizing the first opportunity of gaining possession of her; I accordingly anchored H.M. ship under my command off that port last night, and immediately sent the boats away to endeavour to cut her out, in which, I am happy to acquaint your Lordship, they succeeded, though she was moored close to the beach, and under the protection of two batteries, which kept up an incessant fire till she was towed clear of their range. This vessel, which appears to be perfectly adapted to H.M. service, proved to be *L'Alcide* of Bordeaux, a frigate built ship pierced for 34 guns, only two years old, and had when last at sea a complement of 240 men. This affair, so honourable to those who achieved it, was conducted by Captain Hanfield, who was ably supported by Lieutenants Alleyne and Garthwayte, of the marriners, the petty officers and boats' crews.

To account for that zealous enterprising officer, Captain Hanfield, being in the *Egyptienne*, I have to inform your Lordship, that not having received

an official communication of his promotion previous to our sailing, he volunteered remaining on the ship as First Lieutenant during the cruise.

The Earl of St. Vincent,
Admiral of the Red and
Commander-in-Chief, &c., &c., &c.

Log continued

Mar. 21, 1806.—Spoke Sir Richard Strachan's squadron.

Apr. 6, 1806.—Read prayers to ship's co.

May 26, 1806.—Boarded 2 Portuguese ships.

June 5, 1806.—Observed 1 ship in Corunna; 2 in Ferrol, the latter apparently 1 of line and 1 frigate ready for sea.

June 15, 1806.—Boarded a neutral, told us of 5 frigates in Ferrol ready for sea.

June 16, 1806.—Saw schooner standing about entrance to Ferrol. Made all sail in chace. When within 1½ miles of chace which hoisted Spanish colours the foretopsail, topsail yard, and mn. tp. gallant mast went by the board. Wore ship, hove to, lowered boat to pick up 2 men but saw nothing of them. Made sail off land. [This incident is the subject of two excellent pictures in my possession.]

June 18, 1806.—Chased and boarded a Spanish ship.

Sunday, June 22, 1806.—Mustered crew and read Articles of War and held Divine Service.

June 23, 1806.—Boarded 2 or 3 small ships, received fire of battery.

June 27, 1806.—Boarded 2 ships.

July 1, 1806.—Observed enemies' ships in Ferrol.

July 19, 1806.—Boarding ships.

Aug. 14, 1806.—Worked into Finisterre Bay; observed batteries there, &c.

Sept. 1, 1806.—Boarded 2 American ships.

Sept. 9 1806.—Boats after some resistance captured a Spanish schooner, middy wounded. She was laden with bark, coffee, and cocoa. Offered to exchange prisoners at Vigo.

Oct. 1, 1806.—Barge captured five Spaniards off Ferrol.

From December to March 21, 1807, the *Egyptienne* seems to have been in Hamoaze Roads.

Signed in much better ink than rest of log,

March 21, 1807,

Charles Paget, Captain.

CHAPTER V

COMMAND OF THE *CAMBRIAN*

AFTER a very short period of shore leave my grandfather received the appointment to command the fine frigate *Cambrian*, which he commissioned May 12, 1807. At this time, as a result of the Peace of Tilsit and the alliance between Alexander and Napoleon, all the Continent was in effect subject to the French Emperor. Countries like Denmark and Sweden might profess to be neutral, but they and their active forces were really at the mercy of Napoleon, who might commandeer them whenever he chose. Under those critical circumstances the British Government resolved to take the bold and from the ordinary international standpoint unjustifiable course of demanding that the Danes should hand over their ships to England for the time being to save them from the clutches of France. This was the origin of the second Battle of Copenhagen and that great expedition to the North Sea in which the *Cambrian* took part, which, as we shall see, so mystified her commander and also his brother Lord Paget.

This command of the *Cambrian* (*May* 12, 1807–*March* 21, 1808) is remarkable as being the only occasion in which the fortune of war carried my grandfather into the thick of battle and in which his ship took part in a great historical engagement. After the battle he was honoured by being allowed to convey the duplicate despatches to England. The following letters from Lord Paget and from Captain Charles Paget himself should, I think, be read before the entries in the log. I am kindly permitted to reprint them from the "Paget Papers":

Letter *from* LORD PAGET *to* Sir ARTHUR PAGET.

July 29, 1907.

I saw Charles off Yarmouth Road last Sunday. He belongs to the expedition which is gone God

knows where. He is much pleased with his ship and a most comfortable one she is. I slept one night on board and sailed on shore with a fine breeze in the whale boat. We longed for you and Berkeley. I cannot conjecture the object of the armament. If it is to get possession of Copenhagen and the Danish Fleet I fear they will have a very tough job indeed. England is weak from the very success of her arms, for our Army is dispersed all over the face of the globe.

From Captain the Hon. CHARLES PAGET *to* Sir A. PAGET.

"CAMBRIAN," OFF THE SCAW AT THE ENTRANCE OF THE CATTEGAT, *July* 31*st*, 1807.

MY DEAREST, DEAREST ARTHUR,—I think it was just three weeks ago that I last wrote to you, since which my mind has been with one thing or other so perplexed and bewildered that I have not been able in comfort to write to you since. Your long & interesting letter or rather Journal has at length reached me. I see by it, my best of fellows, that to use your own expression you were most infernally sick of the sea tho' not sea sick. I don't at all wonder at it, for it is a severe trial to those whose profession it is, at least so I find it, & heartily glad shall I be when this cursed war is over, that we may all meet in peace & quiet & spend some happy years together. . . .

My last letter will have told you that I *was* under the orders of Lord Gardner, who had directed me to go to Plymouth for further orders. I was in the act almost of Executing these orders when a telegraph message ordered the *Cambrian* to sail instantly for the Downs with flat boats. This was pleasant, & for which I of course in my heart thanked my Lord Mulgrave. In the Downs I found Commodore Hood with eight sail of the Line, & with him proceeded to Yarmouth Roads, where with the force we added, were collected Two & Twenty Sail of the Line, Eight frigates, & upwards of *forty* sail of Gun Brigs and Sloops of War. This fleet

is entrusted to Admiral Gambier, who has for his first Captain Sir Horne Podham, to the particular mortification & disgust of Hood, Keats, & Stopford, who altho' Commodores & my senior officers, are degraded by this man being put over their heads. They in consequence made a very strong, firm, & spirited remonstrance which they expected would have occasioned their removal, but Lord Mulgrave, aware of the merit of these officers, & being conscious of the importance it is to this Expedition having such in the fleet, seems rather to have adopted temporising measures. However, their full determination is to strike their broad Pendants the moment the service is completed, & to publish to the world their having before the Expedition sailed entered their protest against so glaring an insult to the Navy at large. In short my Lord Mulgrave is not likely to deserve more honor & credit to himself at the Head of Naval Department than he did at the foreign one.

The day before we sailed from Yarmouth (four days ago) I was dining with Stopford on board the *Spencer*, & was most agreeably surprized by the arrival of Paget, who had rode over with Baron Teuil from Ipswich. This was one of his amiable acts. He slept on board the *Cambrian* & stayed with me the next day till we were actually getting under way. Nothing could be more thoroughly kind than he was, & it was bestowed on one who well knows how to appreciate such an act. . . .

What the devil are we going to be at, my dearest fellow, with this great fleet, & the reinforcements of Ships & troops that are following? The Danes have done nothing hostile towards us, & surely we cannot be so unprincipled as to attempt the island of Zealand without some fair pretext. We have positive intelligence that our fleets of transports with the Germans have passed the Sound unmolested & are I believe landed on the Island of Rugen, a pleasant spot. What then are we going to be at? Would it be justifiable without any previous hostile act on their part, to take their fleet from them, on the plea of preventing it being a means ultimately of Buonaparte to execute his Plan

of Invasion. In short I am bewildered with different conjectures. If we are going against Copenhagen many of us will lose the number of our mess. If I should be destined to be one of the Number, I shall die in the consolation of knowing that the dear treasure I bequeath will receive all the comfort & support that you, amongst other dear relatives, can bestow. Take care of her, my excellent dear Arthur, & cherish her as you would a Legacy I left you. I have left everything I have in the world to her & the boy & the one that is about to be born. Thank God in pecuniary matters at least I have been able to give them a comfortable independence, & therefore all I have to ask is that you will all take care of her. This is supposing I am minus a Head, but in the supposition I am *not* minus in that necessary article, why then, my old Boy, I trust *we* shall still have some happy days together. . . .

August 1st.

We are now, my good Arthur, running down the Cattegat with a fair wind. But we have not yet been joined by the Six Sail of the Line which we left behind in Yarmouth Roads to bring a Battalion of the Guards & three Regiments of infantry. Paget told me that Finch was to command the Guards & Sir George Ludlow the whole.

I mean this letter should be ready to send by the first opportunity that offers. With so large a flotilla, we may hope for a constant communication with England. Do, my good, dear Arthur, continue to write to me. I long to hear what is likely to be the result of your Mission. I confess I am unable to form an Idea what is likely to happen now Russia & Prussia have made Peace.

It is however very curious that the moment that intelligence was received we instantly dispatched a large force to the Baltic.

As I am not much in a writing humour to-day I shall finish this letter another day, probably after we have passed the Sound.

"CAMBRIAN," ELSINORE ROADS, *Aug. 4th*, 1807.

We anchored here, my good Arthur, yesterday. So far from anything *as yet* having appeared hostile, that the Admiral saluted *Cronenbury Castle* in passing it, which was immediately answered; we are now all moored & are receiving Water and fresh Beef, &c., from the shore. But you may rely that this is all humbug, & that in a very few days a blow will be struck that the Danes at this moment are certainly unprepared for. Lord Cathcart, with all the Germans from Stralsund, are coming this way, & the force which is hourly expected from England will make, with the Seamen & Marines, I dare say, from 20 to 25 Thousand men. The Danish Troops, except 5 Thousand men which are distributed in the Island of Zealand, are all in Sleswig, & Commodore Keats with a strong detachment is now in the Belt (I have good reason to believe) for the purpose of preventing the Danish troops being transported hence.

The Danish fleet, I believe, are all in the arsenal at Copenhagen, neither manned or otherwise ready for sea. I suspect the possession of them is the object, which accomplish'd, we shall all go back to England with them & leave the Crown Prince to sulk in his Island—pleasant treatment, unless our Government is in possession of facts to bear them out in so apparently unjustifiable a measure.

What nonsense my writing you all this which you will probably be in the secret of, & have more correct information about. I am going on shore with Stopford to-morrow, He to taste & buy Hock. I go to visit again the Spot where our friend Hamlet says, "Whither wilt thou lead me? Speak, I'll go no further!" Hey!

I shall write to you, my good fellow, soon again. I close this now as I hear a vessel is going with despatches to England.

God bless you, my dearest good Arthur.—Ever your most affect. Brother,

CHARLES PAGET.

From Capt. the Hon. C. PAGET *to* Sir A. PAGET.

"NIGHTINGALE," IN THE CATTEGAT,
Septr. 11*th*, 1807.

You will be surprised, my dearest Arthur, to receive a letter from me dated as above, but the fact is I am going home with the dispatches of the surrender of Copenhagen & the Danish fleet, which took place on the 7th, after a severe bombardment which commenced on the second. . . . Thus, my dearest fellow, have we struck a deadly blow to poor Denmark & inflicted a wound on Bonaparte that he will not speedily recover from.

I am only the bearer of the Duplicates, Captain Collier, a particular friend of Admiral Gambier's, having had more interest with him than I had in being charged with the first dispatches. The Duplicates however I thought better fun carrying home than staying off Copenhagen for three weeks to come doing nothing in the *Cambrian*. I therefore accepted Admiral Gambier's offer & here I am, my dear Arthur, in an infernal Brig, spinning down the Cattegat with a gale of wind at Southwest —we passed Elsinore at four o'clock this morning & hope to be abreast of the Scaw by Sunset. Then we have comparatively plain sailing. At present, however, *not* so, for I don't think in the Navigation of any sea there is one more precarious than the Cattegat, or one I have so thorough a dislike to—particularly in a Brig.

In the *Naval Chronicles* (vol. 18, p. 155), we find that while the *Cambrian* was at Sheerness Captain Paget served on two Court Martials for the trial of Captain O'Connor for the loss of the *Leveret*. In both cases my grandfather's name stands second in the list of Captains constituting the Court. The date is Nov. 18, 1807.

The Log of the "Cambrian"

June 27, 1807.—Took on pilot.

July 23, 1807.—Admiral Gambier hoisted his flag (in the Downs).

Aug. 2, 1807.—Anchored 9 miles from Elsinore Castle.

Aug. 9, 1807.—Working to Copenhagen.

Aug. 10, 1807.—Fleet anchored 10 miles from Copenhagen. Danes very busy fitting out floating batteries.

Aug. 17, 1807.—Several Danish gunboats came out and fired at us. Cleared ship for action. Observed Danish gunboats board an English ship and set it on fire.

Aug. 18, 1807.—The bombs and fly brigs cannonading enemy's gunboats and Crown Battery.

Aug. 19, 1807.—Troops engaged with Danes.

Aug. 20, 1807.—Buoying middle ground. Observed troops smartly engaged.

Aug. 21, 1807.—Sailed in with squadron under Lord Hood nearer Crown Battery.

Aug. 23, 1807.—All the gunboats came out and engaged us. After 5 hours' firing the Danes retreated.

Aug. 26, 1807.—Heavy cannonade on both sides. Observed 1 of Danish gunboats to blow up.

Aug. 31, 1807.—Danish gunboats engaged in-shore. Squadron's shell blew up a transport.

Sept. 2, 1807.—Mortar battery threw shells into Copenhagen.

Sept. 3, 1807.—Continued bombardment of city.

Sept. 4, 1807.—Observed Copenhagen in fire in several places. Bombardment going on.

Sept. 5, 1807.—Saw principal steeple on fire. Bombardment ceased.

Sept. 6, 1807.—Fire raging. Enemy sent out flag of truce to settle terms of capitulation.

Sept. 7, 1807.—Observed our troops taking possession of Citadel and Dockyard. Danes have capitulated with all their navy.

Sept. 8, 1807.—Moved up near Crown Battery, sent master and first lieutenant ashore to cut and fit out a Danish battleship.

Sept. 11, 1807.—Captain Paget left the ship with despatches for England.

The *Cambrian* seems to have done little for the rest of the year. We find only a few incidents mentioned in the log.

Dec. 12, 1807.—Boarded an American.

Dec. 13, 1807.—Boarded a ship and brig.

Jan. 13, 1808.—Chaced and captured a French ship. Cruising off Spain in gales.

Feb. 20, 1808.—Saw strange sail beat to quarters. Cleared for action.

(*Signed*) CHARLES PAGET, Captain.

March 21, 1808.

CHAPTER VI

LATER COMMANDS

The "Revenge," August 6, 1808, to Oct. 18, 1810

I MAY own here to one of the disappointments in my biographical researches. Being somewhat hurried in the Record Office, I skimmed very hastily through the log of the *Revenge* (a fine 74-gun ship of the line) to the famous events of the Basque Roads attack upon the French fleet, April 1809, in which the *Revenge*, with the *Valiant*, took so conspicuous a part, and in which she suffered heavy casualties. "Here," I said to myself, "is a splendid exploit in my grandfather's life of which I have never heard and to which I have seen no allusion." Alas, when I came to study the *Naval Chronicles* of 1809, the acting command of the *Revenge* during the Basque Road Battle was assigned to Captain A. R. Kerr. Later I found embedded elsewhere in the volume a letter from one of the officers of the *Revenge* describing this celebrated engagement, the opening sentences of which explained the mystery. The letter itself, as giving a vivid picture of the action, written on the day after it occurred, is, I think, well worth reprinting here.

Naval Chronicles, vol. 21, p. 399.—Extracts from a letter of an officer of H.M.S. *Revenge*, of 74 guns dated off Rochefort, 13th April 1809:

> "I informed you in my last that the Hon. Captain Paget had obtained a temporary leave of absence, and our ship was commanded by Captain Alexander R. Kerr.
>
> "I will now endeavour to send you a few particulars of our attack on the enemy's fleet in Aix Roads: for two hours and a half yesterday we encountered a dreadful fire from the batteries and

some of the enemy's ships; *we were the first ship of the line in*, and thank God considering our situation were very fortunate, only 3 killed and 15 wounded; our men behaved nobly and knocked an 84 gunship almost to atoms; we understand she had 60 killed and as she was lying aground she was burnt: last night the sight was glorious, 4 line of battle ships in flames, and their blowing up was awfully tremendous.

"We had just water enough for the *Revenge* to get without the range of the shot where we lay at anchor all night; and this morning *we were the last ship that came out.* We had a 42-pound shot in the bowsprit, which has cut it very much; some of our men were badly wounded; one shot knocked down nine men in the quarter; one of our lieutenants was wounded by the head of a man that was taken clean off as if by a knife and struck him violently on the breast.

"Lord Cochrane behaved most gallantly; he is now in a Bomb firing away at a three-decker that is on shore which I hope he will be able to destroy; all this has been done in one of our enemy's harbours that has hitherto been considered totally impracticable for any of our ships to enter."

Thus my grandfather by being on leave at the time missed the opportunity of taking one of the foremost places in one of the celebrated engagements of the great war in which his ship played her part so nobly.

On hearing of his brother's appointment to the *Revenge*, General Edward Paget writes from Spain, Oct. 11, 1808, to their father the Earl of Uxbridge:

"I am glad you think well of the *Revenge*. I had heard from several naval officers that she is a magnificent ship. Charles, I hope, likes her. He seems to have had as eligible a cruise as he could have in these days of dearth upon the seas. If there is a Frenchman upon the ocean he will be quite sure to find him."

Again, June 11, 1809, after the loss of his arm, he writes:

> "That best of fellows Charles tells me that he insists upon accompanying me to town which you will not be sorry to hear."

From the log of the *Revenge* I have the subjoined notes:

The Revenge, Line of Battle 74

Captain C. PAGET, *Aug.* 6, 1808, to *Oct.* 18, 1810

Apr. 1809.—Lying off Basque Roads watching French ship.

Apr. 11, 1809.—Stood in shore—anchored near enemy.

Apr. 12, 1809.—Observed explosions from five vessels, 8 line of battle ships and 14 frigates (of the enemy) aground.

Apr. 12, 1809.—2.30 weighed and stood in-shore and received fire of the "batteries" on the isles d'Aix and d'Oleron. 3.20 commenced firing on several line of battle ships. 4.30 observed 3 sail of line had struck. Tacked and stood into deep water receiving a very heavy fire from the isle D'Aix. Rigging and sails much cut and damaged.

Apr. 13, 1809.—Enemy's ships *Warsaw* and *Aquilon* on fire, weighed and stood for fleet.

[*July* 29, 1809.—The *Revenge*, now again under my grandfather's command, sailed with the Walcheren Expedition. Remaining anchored off Flushing for some time. The *Revenge* took part with the other ships in the attack which entailed the passing the Flushing Forts and receiving their fire. There were a few casualties.

Aug. 29, 1809.—The *Revenge* was moored at Spithead but returned to (*Sept.* 10, 1809) Flushing again and was moored there to Dec. 16, 1809. She then seems to have been at Spithead and the Downs from Dec. 16, 1809, to May 26, 1810.

After this she was cruising, so far as I can gather, with no special incidents to Oct. 18, 1810, when Captain Paget resigned the command.]

(*Signed*) CHARLES PAGET, Captain.

Thursday, Oct. 10, 1810.

N.B.—With regard to my grandfather's absence from the *Revenge*, in the winter and spring of 1809, I have since discovered that on December 29, 1808, he applied to Admiral Gambier for leave of absence to attend to his Parliamentary duties, which was granted him, and

he does not seem to have rejoined his ship till the following June or probably July. It is not impossible also that his health, which does not seem to have been of the best during those years, was an additional reason for his applying for leave.

Letter from the Hon. Captain PAGET, of H.M.S. *Revenge*, *addressed to* Captain MALCOME of the *Donegal*—*Naval Chronicles*, vol. 24, p. 425.

"REVENGE, OFF CHERBOURGE, *Oct.* 17, 1810.

SIR,—I have great satisfaction in acquainting you that the luggar wh. crossed us to windward before daylight this morning, and which we ran alongside of after a chase of three hours, proves to be *Le Vengeur*, of 16 guns and 78 men, from Dieppe yesterday, and had not made any capture.—I have the honour to be, &c.,

CHARLES PAGET.

From the Muster Book of the *Revenge*, which is signed by Captain Paget from August to November 1808 and from June 7, 1809, to August 14, 1809, and in the interval by Captains Bligh and Kerr, we learn that the complement of the *Revenge* was 650 men, and also the various stations where she cruised.

The subjoined letters, which are taken from *Letters to the Navy Board*, deal with my grandfather's leave of absence in December 1808, which it will be satisfactory to give.

From Lord GAMBIER, on board the *Caledonia*, off USHANT, dated 29 *December* 1808.

To Hon. W. W. POLE, Admiralty.

I have the honour to transmit herewith a letter I have received from Captain the Hon. Charles Paget of H.M.S. *Revenge*, requesting leave of absence to attend his duty in Parliament.—I have the honour to be, &c.

(*Signed*) GAMBIER.

(Letter enclosed)

"Revenge," at Sea, 29 *December* 1808.

My Lord,—If it meets with your Lordship's approbation I have to request you will be pleased to apply to the Lords Commissioners of the Admiralty for such leave of absence as their Lordships may think fit in order to allow me to attend Parliament.—I have the honour to be, my Lord, your Lordship's most obedient humble servant,

(*Signed*) Charles Paget.

The "Superb," 16 September 1812 to 8 August 1814.

On the declaration of war with the United States, my grandfather was appointed to the command of a fine line of battle ship of 80 guns—the *Superb*, which he commanded for nearly two years. Hitherto he had been engaged in watching Continental ports or in fighting French or Spanish ships; now for the first time he encountered the vessels of America in warfare. The cruise of the *Superb* was first to Teneriffe and as far south as Pernambuco, and then north to America. He seems to have been off New York on the watch for hostile vessels for some months. There does not seem to have been any engagement of a serious nature, but on February 9, 1813, there is the capture of an American brig, the *Star*, concerning which we find in the *Naval Chronicles* (vol. 29, p. 27) the following note:

From the Hon. Captain Paget of H.M.S. *Superb*, *to* Admiral Lord Keith.

Off Belle Isle, 9 *Feb.* 1813.

I have great pleasure in acquainting you that the *Superb* has just run alongside the fine American brig *Star*, of 350 tons, 6 guns, and 35 men.

The following note of a later capture is also found in *Naval Chronicles* (vol. 29, p. 434).

ADMIRALTY OFFICE, *April* 24, 1813.

> Admiral Lord Keith has transmitted to J. W. Croker a letter from the Hon. Captain Paget, of H.M.S. *Superb* giving an account of the capture on 15th inst. by the *Superb* and *Pyramus* of the *Viper*, American letter of marque, 274 tons, 6 guns, and 35 men, from Nantes to America.

Later in the *Chronicles*, in a long list of captures, this entry occurs: "*May* 20, 1814.—The Spanish sloop *Catalina* by the *Superb*."

The entries in the log are of such slight interest beyond the daily record of wind, weather, hoisting and lowering of sails, and position—that it seems hardly worth while to write them here. But the following may serve just to give the main contemporary records of the cruise:

Sept. 16, 1812.—The Hon. Captain Paget joined.
Nov. 10, 1812.—Chased.
Aug. 13, 1813.—Off the Island of Branca.
Aug. 27, 1813.—Off the Island of St. Paul.
July, 1814.—There are various entries of cruising off Montauk and neighbouring points.
Aug. 6, 1814.—Invalided.
Aug. 8, 1814.—The *Superb* was at single anchor off the Gull Light, near New York, where she had arrived on Aug. 5, and Alexander Gordon, Esq., came on board and superseded the Hon. Captain Paget, apparently on account of his ill-health.

With the command of the *Superb* my grandfather's share in the great naval war came to a close, and we will now turn to more peaceful scenes.

FAIR OAK, THE HOME OF SIR CHARLES PAGET

(*From a picture in Author's possession*)

CHAPTER VII

FAIR OAK

THE expiration of his command of the *Superb*, August 8, 1814, practically brought to a close my grandfather's active participation in the great war. From his fifteenth year (when war was first declared) until his thirty-sixth, when the real combat had ended with Napoleon's first abdication, he had certainly borne a manful and successful part in the struggle, which for Great Britain was in truth a struggle for existence. In less than a year afterwards Waterloo had been fought and won, Napoleon was on his way to St. Helena, and permanent peace had settled down upon Europe.

In his letter to his brother Arthur in 1807, just before the battle of Copenhagen, Captain Paget wrote: "I see, my best of fellows, you were most infernally sick of the sea though not sea sick. I don't at all wonder at it, for it is a severe trial to those whose profession it is, at least so I find it, and heartily glad shall I be when this cursed war is over, and we may all meet in peace and quiet and spend some happy years together."

Like most gallant soldiers and sailors, my grandfather was a man of peace, and we can picture how happy he was to feel that duty no longer called him to scour the ocean in search of his country's foes, but that he might with a clear conscience settle down in the bosom of his family and follow the pursuits of peace.

And truly a charming spot he had selected for a sailor's home. Fair Oak, which had been purchased as I imagine soon after his marriage in 1805, is a small estate in the parish of Rogate in Sussex, lying across the wide valley from the South Downs, which are well in sight. The village is approached from the south by a lane running between high banks, and a stream flows beside it and passes under a bridge just outside the lodge and

entrance to Fair Oak. In the centre of Rogate and on high ground stands the village church in which my father served his first Curacy and in the chancel of which is a fine memorial tablet to my grandfather and grandmother and to some of their children. The family vault in which Lady Paget was buried is in the east side of the churchyard.

The house itself stands some distance back within the park and is surrounded by fine trees: among these still towers the splendid oak from which the estate takes its name and also a fine tulip tree, which, I have been told, was the pride of my grandmother's heart. To this charming country house my grandfather led his young bride, Elizabeth Araminta Monck, the daughter of Henry and Lady Elizabeth Monck.

There are in his letters touching references to his wife and their eldest son before the battle of Copenhagen, and the *Naval Chronicles* record the birth of their second son, my father, in 1811, at Fair Oak, and of a daughter in 1815.

Not far away, upon a shoulder of the Downs, is Up Park, at that time the residence of Sir Harry Fetherstonehaugh, who was a great favourite of King George IV, and with whom my grandfather and his sons were on terms of close intimacy. There they must not infrequently have met the Prince Regent, who was not seldom a guest at Up Park, and there they enjoyed the fine shooting in Sir Harry's preserves. There comes to my mind as I write the memory of my first journey over the Portsmouth Direct Line to Waterloo, when thirteen years of age. My father, as we passed Rowland's Castle, became much excited at the sight of this old and well-remembered countryside, and as we were passing a corner of the Up Park estate eagerly pointed out to us the very spot where he as a boy with the keeper had "nabbed" a poacher!

Fair Oak was, as I have said, an ideal home for a sailor who had just landed from a cruise of two or three years, during which, amid the "Roaring Biscay Gales," he had been almost daily engaged in the chase of hostile ships.

Buried in the depth of the lonely South Down scenery

and sheltered by the Downs from any rough breath of the Channel storms, it nevertheless was only a pleasant ride or drive from Portsmouth, which then, as now, was the great centre of naval interests. It was an easy matter at any time for Captain Paget or his sailor sons to run down to the Dockyard, and on the other hand, for any of their old messmates (like the late Admiral Blake), on being discharged from their ship or while waiting its repair in the docks, to run up to Fair Oak for a visit. Thus, according to my recollection of what my father and my aunt used to tell us, Fair Oak was frequently full of sailor guests, and when Sir Charles was at home from his voyages and the four boys enjoying their holidays, the household must have been breezy, not to say boisterous, at times.

Here, then, my grandfather lived when at home, and here his numerous family of ten was born and grew up. From 1806 to 1826 Captain Paget was M.P. for Carnarvon, as he was again later from 1831 to 1836, and I presume when on shore he spent part of the year in London in discharge of his Parliamentary duties. The election contests in those days were of a rough and sometimes barbarous nature.

Sir Charles Paget (as he became later) and his family were staunch Whigs, and at the time of the agitation for Catholic Emancipation and the Reform Bill, party spirit ran very high. I recollect my father telling us of how his father used to land from his ship every morning in order to canvass with a bodyguard of blue-jackets, with whom he had literally to fight his way through the centre of the opposition in order to get into the town.

Of his professional employment after the expiration of his command of the *Superb*, August 8, 1814, the first notice I have found is in *Naval Chronicles*, vol. 38, p. 175, where this is recorded, July 1817: "Captain the Hon. Charles Paget to act in the *Royal George* yacht during the attendance of the yacht on H.R.H. the Prince Regent off Brighton." My grandfather, like his brother, seems to have been a *persona grata* at Court, and on January 11, 1819, he received the appointment as captain of the Royal yacht. During this time the King cruised

from Portsmouth to Liverpool, Dublin, and back, and it was almost certainly during this cruise round the Land's End that the exciting incident occurred which is referred to in the subjoined letter of George IV to his private secretary, Sir William Knighton, a copy of which, made by her from the original, was given to me by my aunt, Mrs. Kennedy, not long before her death.

Letter *from* King George IV *to* Sir William Knighton.

(Undated, probably 1822.)

Dearest Friend,—There is no time for a florid description. We sailed again yesterday morning between four and five o'clock with a most promising breeze in our favour to make the Land's End.

About two or three in the afternoon the wind shifted immediately in our teeth, a violent hurricane and tempest suddenly arose, the most dreadful possible of scenes ensued, the sea breaking everywhere over the ship. We lost the tiller and the vessel was for some minutes down on her beam ends; and nothing, I believe, but the undaunted presence of mind, perseverance, experience, and courage of Paget [afterwards Sir Charles] preserved us from a watery grave.

The oldest and most experienced of our sailors were petrified and paralyzed; you may judge somewhat then of what was the state of mind of the passengers, every one of whom, almost, flew up in their shirts on deck in terrors that are not to be described.—Most affectionately yours,

G. R.

Among the few recollections which I have from my father of those old days was his description of the kindness of the King to him when he accompanied his father on the yacht. He would then have been a little fellow of ten or eleven, and the good-natured monarch used to make him sit on his knee and would talk to him in the

kindest way. He remembered, also, the King's gift to my grandfather of a handsome gold snuff box with an inscription on it. This was long treasured as a family heirloom, but perished or was stolen when our house at Grafton, Ontario, was burnt down in 1863. My father and brothers dug among the debris and hunted for this prized relic for several days, but needless to say without success.

Autograph Letter *from* KING WILLIAM IV when Duke of Clarence *to* Sir CHARLES PAGET.

(The original is in my possession.)

BUSHEY HOUSE, *March 24th*, 1818.

DEAR CHARLES,—The bearer, John Ware, tells me he is your servant, and intends to leave you, of course without fault. I must increase my establishment of servants and my coachman wishes to take this lad as the leading boy, to drive the Duchess of Clarence. His character, therefore, is necessary, and particularly as to sobriety, because I do not think a British Admiral ought to endanger the life of any Lady, and particularly that of a female foreigner who ought to look to him for every protection.

Then as Admiral of the Fleet I must call your attention to the yacht. I have been the other day on board, and if the arrangements about stowing the hammocks in the fore-peak are carried out she will never sail again. The heat and the smell of sixty hammocks in so small a space will be intolerable, besides all which, hammocks ought, according to the practice of the King's service, to be stowed on deck.—God bless you, and believe me, dear Charles, yours sincerely,

WILLIAM.

I have recently seen another relic of the old Royal yachting days in a fine telescope which is now in the

possession of my cousin, FitzClarence Paget of Instow, Devon, which bears upon it an inscription to the effect that it was a gift from the King to Sir Charles Paget.

I ran hastily through the log of the *Royal George* yacht, but found little to note.

Aug. 12, 1819.—Cowes Roads. The Hon. Charles Paget had the honour of kissing H.R.H. hand on his appointment to the *Royal George* this day.

Aug. 14, 1819.—Cruising. H.R.H. went on shore at East Cowes.

1820.—March to August cruising.

Sept. 28, 1820.—Encountered heavy gale off Dungeness.

Dec. 27, 1821.—The Hon. Bladen Capel came on board and superseded the Hon. Sir Charles Paget.

(*Signed*) CHARLES PAGET, Captain.

CHAPTER VIII

ATTENDANCE UPON THE KING—BECOMES REAR-ADMIRAL—COMMAND OF IRISH STATION

THESE years from 1820 to 1835 must have been some of the happiest and most peaceful of my grandfather's life. With his charming wife and large family, Fair Oak must have been a delightful centre to their large circle of relatives and friends. His parliamentary duties, which continued with hardly any intermission until 1836 and all through the exciting times of the Reform, must have given ample occupation during the sessions and have kept him in living touch with the great stream of the national life.

With the Sovereign, both in the persons of George IV and of William IV, Sir Charles Paget was on terms of personal intimacy, as we have seen (they addressed him by his Christian name in correspondence), and as Groom of the Bedchamber to George IV he was necessarily brought into frequent and familiar intercourse with the King, and yet, like his brother Sir Edward, he seems always to have kept himself above the level of a good deal of the Court society and to have been always respected.

He was able also in his yacht *Apollo*, and later in the *Emerald*, to indulge his love of the sea in many pleasant expeditions: *e.g.* he is noted as captain of the *Apollo*, his own yacht, at Portsmouth in December 1821. In June 1822 we find him again acting as captain of the King's yacht, *Royal George*, and on July 23, 1822, as commodore to a squadron employed in attendance upon His Majesty.

In the year 1823 my grandfather received the Order of the Grand Cross of Hanover, and also the appointment of Groom of the Bedchamber.

This post in the Royal Household he at first held

as *locum tenens* for his brother Sir Edward during the latter's absence from England as Commander-in-Chief in India. Two years later, as will appear from the subjoined letter of the King's private secretary, Sir William Knighton, and which also bears the Royal signature, G. R., my grandfather's appointment, by His Majesty's special wish, was made permanent.

Letter *from* Sir WILLIAM KNIGHTON *to the* Honourable Sir CHARLES PAGET.

(In my possession.)

G. R. ROYAL LODGE,
October 17th, 1825.

Private.

DEAR SIR CHARLES,—I am honoured with the commands of the King to send you His Majesty's very kind regards. His Majesty commands me to acquaint you that no consideration would induce His Majesty to permit you to resign your present situation as Groom of the Bed Chamber, and I am further commanded to say that it would give His Majesty very sincere pleasure to have the return of your brother, Sir Edward, for whom His Majesty has a great personal regard, into his family. But on the present occasion His Majesty's arrangements will not admit of it, and how far it may be expedient with the situation, which is proposed to your brother on his return from India, must be left as a question for future consideration. His Majesty, however, commands me to add that you are no longer to consider yourself as the *locum tenens* of your brother, Sir Edward, in the situation which it is His Majesty's pleasure you should hold in his family.—I have the honour to be, dear Sir Charles, with great regard, your very sincere and faithful servant,

W. KNIGHTON.

It is a never-failing source of regret to me that none of the Fair Oak family kept any diary, or, apparently,

cared to remember or preserve any memorial of the many interesting incidents of my grandfather's active life both on land and sea. So far from this I do not recollect to have been told by my father or my aunts about any of the Naval Actions or public events in which he took part. In this absolute dearth of any family recollections or traditions it is interesting to find from these few lines in a letter of Sir Edward Paget that my grandfather was not only beloved in his own home, but also the favourite uncle with his brother's large family.

Sir Edward Paget writes from India to his wife, February 18, 1823: "I can't say what pleasure it gives me to read your remarks upon my most particular friend and ally, old Charles, and to hear that my dear children are all so fond of him. He is an excellent, staunch and honest fellow and much too good to hoist his flag in these seas. So I hope you will keep him at home in command of the *Emerald*."

Sir Charles Paget received his commission as Rear-Admiral of the Blue on April 9, 1823, and I may here say that I have in my possession five of these old commissions, all duly signed and dated, which I found in an envelope in a quaint old letter-case of my father's.

With regard to my grandfather's promotion to be Rear-Admiral, I had an interesting correspondence with Mr. J. H. Hubback, author of *Jane Austen's Sailor Brothers*. He states on p. 273 that, owing to the congested state of the Flag List, there was no promotion from the captain's list from 1819 to 1830. I wrote and pointed out to him that Sir Charles Paget was promoted in 1823. He replied that this was a case of probably exceptional character, like that of Nelson's Captain Hardy, who was promoted in 1825, but that he knew of no other instances.

In the years 1828–31 Sir Charles Paget held the position of Commander-in-Chief at Cork. It was probably at this time that he, with his eldest son, Captain Charles Paget, took a cruise in his yacht the *Emerald* along the south-west coast of Ireland and into Bantry Bay, during which they seem to have greatly enjoyed the sport of shooting various kinds of sea fowl and also secured one large seal. A long letter from Sir Charles

to my father, who was then a student at Christ Church, Oxford, gives a graphic account of this cruise. I found it among some old letters, and my readers will thank me for giving them this fresh salt breath from the sea.

Letter *from* Sir CHARLES PAGET *to* My Father when a Student at Oxford, probably about 1832.

"EMERALD," AT THE MOUTH OF THE SHANNON,
May 6th.

MY DEAREST NED,—You will, I have no doubt, like to have a letter to inform you how Charlie and myself get on. I will, therefore, give you a report of our proceedings.

We sailed from Cove last Tuesday night with a fine breeze from the south-east; when we got outside the wind dropped, and we found a great thundering swell from the southward. We therefore, in conformity with the principle we had laid down, namely, never to be uncomfortable if we could anyhow avoid it, determined to get into old Kinsale, which we succeeded in, and the next morning started again, and had a fine run down to Long Island Sound, where we anchored about 2 P.M. We then took to the boat with our guns and dogs, and Charlie blazed away right and left at everything, and got a good many gulls and cormorants. The following morning, after breakfast, we weighed with a two-reefed mainsail and southerly wind, and in three or four hours reached Bear Haven, where after cruising about for two or three hours, we anchored, and as usual, took to the boat with our guns, and among other things surprised three curlew by suddenly rounding a point, and though we saw but two, when we each fired, three were picked up. The next day, as the weather was too bad to go seaward, I determined to run up to the head of Bantry Bay, a distance of ten or twelve miles. We accordingly got under way, after breakfast, and having stood in to the Harbour of Bantry, meaning to anchor, I unex-

pectedly discovered the mansion of Lord Bantry and his Lordship and friends walking on the terrace. This would not do for me, and I determined, therefore, to bolt, and though it was blowing a gale, and we were under the three-reefed mainsail, we worked her out till we could fetch another beautiful little harbour called Glengariff, a few miles to the north of Bantry. There we found a romantically beautiful anchorage, where we were quite land-locked, and the water as smooth as glass, and the scenery altogether such as to have made impression on Charlie and myself we shall not easily forget. Moreover, Charlie very soon discovered that seals were cruising about, as well as plenty of the usual sea gulls. This pretty harbour abounds with small rocky islands, and is admirably calculated for what we were in pursuit of, and no doubt when the season is more advanced it will abound with seals. The following day was Sunday, so we could not properly set to, so in the afternoon we took a row in the boat with our little rifles, merely for practice. The next morning by six we were in the boat, and in an hour afterwards we had returned on board, towing a huge seal, which Charlie, in the most dexterous way, shot right through the head, fifty yards away. This was a grand prize, and it was agreed after we had breakfasted that the whole process should take place of cutting it up, and converting the blubber into oil. Here Charlie was in his element, and I must do him the justice to say that the most expert butcher could not have beaten him in the skillful manipulation. In short, the whole process was conducted by him, and before twelve o'clock we had bottled off six gallons of beautiful, clear oil, which burns in the lamps as well as the best I could buy. That afternoon, Monday the 3rd, the wind having come to the eastward, we thought it best to push out and run back to Bear Haven, and anchor for the night, and start the next morning for Valentia. This we accordingly did, and reached that fine harbour by 2 P.M., Tuesday the 4th. Here, as usual, we took to the boat with our guns, and had more shooting at the birds than at any other place. Among other things we got four of those whistling Pies, which are difficult to be got, and Charlie, with his usual good

luck, spied some rabbits on a neighbouring island, and returned with three of them, which, with the various other things we had, about half filled the boat.

The next morning, yesterday, the 5th, we weighed from Valentia, meaning to reach the Shannon, but could not on account of a calm. We landed with the aid of the boats, got an anchorage in the Bay of Limerick, a wild and desolate situation, resembling the population belonging to it.

To-day we hope to reach the Shannon, but we are at the present moment becalmed. Thus, my dear fellow, I have given you a sort of Journal of our proceedings, in none of which we failed to wish you with us. We must have a cruise together in the summer.

I will give you another letter soon to report progress.

CHARLES PAGET.

We have the tradition through our aunt, the Hon. Mrs. A. Capel, that my grandfather during this appointment in Ireland must have lived and entertained in somewhat the same lavish style as his brother Sir Arthur had done when ambassador at Vienna. Of him it is told that his establishment was one of regal magnificence, comprising no less than thirty carriages, and that he used to be popularly styled "the Emperor" by the Viennese. My aunt relates that at Cork the Admiral's daughters lived like princesses, the youngest, Frederica, who was his special pet, having a little boat and crew assigned for her own use, which was always at her command.

On one occasion Sir Charles and some of his family went for amusement to an auction sale. The Admiral took a fancy to a tea-set and began to bid for it. An old lady who was present also set her heart upon the same set and continued to bid the price up against him. The higher rose the price the more determined my grandfather became; at last he said, "I'm d——d if she shall

have it," and bid £21, at which extraordinary figure it was knocked down to him!

It was probably at an earlier date and when he was a younger man, and in a less responsible position, that the following anecdote is told of him as illustrating the fact that he could sometimes when on shore play the traditional sailor on leave. From one of his cruises Captain Paget had brought home the complete dress of a Chinese lady. Nothing would do but that my grandmother should don these Chinese robes, which were then unknown in England, and walk with him down Portsmouth High Street! Needless to say they were mobbed by a rough and curious crowd and were soon compelled to take refuge in a shop till a carriage was sent for.

Sir Charles Paget received the Freedom of the City of Cork; the Parchment Deed of which I have seen in the possession of Mr. FitzClarence Paget.

Through the kindness of Commander Coode of the Admiralty Office I have ascertained that my grandfather resigned his position as Commander-in-Chief of the Irish Station at Cork sometime in the spring of 1831. He did *not* subsequently command the Channel Fleet, as is stated in the *Life of Sir Leopold M'Clintock*, but five years later flew his flag in the *Bellerophon* for particular service, his appointment to which is dated June 28, 1836. This service seems (from the biographical sketch of the life of Captain W. Hillyer, his secretary) to have consisted in observing and reporting upon the sailing trials between H.M. ships, and in a series of experimental cruises. This appointment seems to have terminated with the end of 1836.

CHAPTER IX

COMMAND OF THE NORTH-AMERICAN STATION—HIS DEATH

My grandfather's commission as Vice-Admiral of the White bears date 10th of January 1837, and one month later he was appointed Commander-in-Chief of the North-American Naval Station. This command embraced a most important sphere of action, extending from Latitude 55 to the coast of Brazil and the whole West Indian Islands, and from Longitude 36 to the coast of America and up the St. Lawrence. Thus the Commander-in-Chief would be responsible for the naval protection of Canada, Newfoundland, Bermuda, and the West Indies.

It is not uninteresting to gather from the published correspondence and papers of Sir Herbert Taylor, sometime private secretary to King William IV, that during my grandfather's absence on the North-American Station Fair Oak was rented by the well-known historical novelist, G. P. R. James, who thus describes it:

G. P. R. James *to* Sir Herbert Taylor.

(*In the Taylor Papers.*)

Hampton Court, *July* 15, 1837.

We are still here and shall remain about another week; after which we go to a very pretty place we have taken near Petersfield, called Fair Oak Lodge; it belongs to Sir Charles Paget, and I have hired it for the time of his absence, hoping it may agree with Mrs. James. I shall there have quiet, beautiful scenery, and good fishing and shooting.

G. P. R. James.

The fact of Sir Charles Paget's receiving these three important commands, of the Irish Station, the *Bellerophon*, and the North-American Station, so closely upon one another may be perhaps accounted for by the friendship of William the Fourth, the "Sailor King." It will be remembered how intimate he and his brother the Prince Regent were in earlier days with Sir Charles and his brothers, and how much he was with them in attendance on the Royal yacht and on shore. However this may have been, the appointment must have come not long after his command of the *Bellerophon* had expired.

It became necessary for him to take leave of Fair Oak and Lady Paget for the first time for many years for a long absence.

Two heavy sorrows had fallen upon the Fair Oak household in more recent years and clouded the breezy joyousness of its life. In 1828 their son, Horatio, a fine middy of fifteen, and my father's favourite brother, was wounded in the Battle of Navarino and died at sea, and in 1835 my Aunt Frederica, only thirteen years old and her father's special pet, died at Fair Oak.

For probably thirty years Sir Charles and Lady Paget had lived in their country home a happy and united life: there their children had been born and reared, and from its walls they had seen their boys go forth to sea or to school, and some of their daughters to homes of their own.

My grandfather in 1837 was not yet an old man, being only fifty-nine years of age, and had he been spared to return home would doubtless have lived to be as well known as his more distinguished brother, Sir Edward, and it is probable that he bade farewell to his wife fully expecting to come back to Fair Oak well and strong after a few years of active and responsible command.

My grandfather's Flag Ship was the *Cornwallis*, Captain Sir Richard Grant, and my father, Rev. Edward James Paget, was his chaplain. He had in the fleet his nephew, Lord Clarence Paget, in command of the *Pearl*.

From the log of the *Cornwallis* it seems as if the

Admiral had crossed direct from England to Halifax, for we find these entries:

Oct. 4, 1837.—Receiving Admiral's luggage off Halifax.
Oct. 9, 1837.—Still bringing on board Admiral's luggage.
Oct. 12, 1837.—At 4.30 Admiral Sir Charles Paget, G.C.H., &c., embarked.
Oct. 27, 1837.—Off Admiralty House, Bermuda.

During Sir Charles Paget's command the disturbance occurred in Canada which amounted almost to a rebellion. It was surmised at the time that this movement was fomented secretly by the United States and that it was not improbable that the Republic might intervene in aid of the rebels. This forms the subject of two important letters from my grandfather to Lord Minto, the First Lord of the Admiralty, which I found among my father's letters and here insert:

Undated Letter *from* Sir CHARLES PAGET *to the* EARL OF MINTO, First Lord of Admiralty.

(*Probably from* BERMUDA, 1838.)

MY DEAR LORD,—I was honoured by your Lordship's letter of the 20th of February on my arrival here last evening, from Jamaica and Havana, and I shall endeavour to the best of my power to fulfil your lordship's wishes and the official instructions.

I found the *Minden* just arrived from Gibraltar with the Fourth Regiment on board, and the *Cornwallis* is to convey it to Halifax, and return to me here before the usual period of a ship of her class being able to reach Quebec.

I regret, however, that the *Minden* was not directed to proceed all the way with them, as with the winds which have prevailed it would have made a very little difference in the time that the ship would reach England.

And here your Lordship will pardon me, I trust, when with the utmost deference and respect I sug-

gest that a Commander-in-Chief at least should possess the privilege of being able to retain his flagship exclusively for the duties of the command with which he is entrusted, and not be made a troopship, unless under the most urgent circumstances. In this instance the urgency of the case, with all due submission to your Lordship and the Board, does not appear to have existed, and I might have been spared the inconvenience by the *Minden* being ordered to convey the Regiment at once to Halifax. The absolute necessity which suddenly and unexpectedly arose last November, when I did not hesitate to detail the *Cornwallis* upon my own responsibility to the West Indies, for troops for Canada, fully proves my readiness to employ the flagship on such duty when the good of her Majesty's Service required it, and therefore your Lordship will, I feel sure, fairly interpret my meaning and not be offended by my thus conscientiously and honestly expressing myself on this point.—I have the honour to be, my dear Lord, your Lordship's most faithful servant,

C. P.

P.S.—I am in frequent communication with Sir Colin Campbell, and his last, dated the second of this month, gives the most satisfactory account of the entire subjection and discomfiture of the insurgents on the Canadian frontier.

Letter *from* Sir Charles Paget *to the* Earl of Minto, First Lord of the Admiralty.

Private.

Bermuda, *April* 12, 1838.

Earl of Minto, G.C.B.,

My dear Lord,—Early in February I sent Lord Clarence Paget in the *Pearl* to the *Chesapeake* with a letter to Mr. Fox, and I hoped to receive his answer before it became necessary for me to proceed on the annual visit to the West Indies. However, Mr. Fox

detained Lord Clarence longer than I calculated, and I therefore only received his reply on my arrival here, and as it is a document of considerable importance I feel it my duty to transmit it for your Lordship's information and consideration. Presiding, as your Lordship does, over the Naval Administration of the country, it would be highly presumptuous in me to offer my humble opinion. I, therefore, leave it to your superior judgment to determine whether, under the existing state of things as set forth in the letter of Mr. Fox, it will still be thought prudent for the Admiral upon this station to be otherwise than in an efficient ship of the line, with a full complement of men and guns, or that the establishment of the station shall continue upon its present reduced footing, pending a crisis, the result of which, in the opinion of our Minister, may be a sudden rupture with the United States.

Lord Clarence has moreover informed me, from his own personal observation, that they have two squadrons ready for sea, that one is nominally destined to the Mediterranean, the other for the Pacific, but that both are waiting the result of the present state of affairs.

His Lordship further reports that he received the most marked civilities and attention at Norfolk from the Senior Naval Officer, Commodore Warrington, whose broad pennant, as well as the national flag, was saluted by the *Pearl* on her arrival, and of course returned.—I have the honour to be, your Lordship's most faithful and obedient servant,

(Sgd.) CHARLES PAGET.

Soon after this date, in the later spring, Sir Charles Paget must have sailed for Halifax and Quebec with a squadron to escort the new Governor-General, Lord Durham, who had been sent out by the Government with the especial purpose of pacifying the Canadian provinces and of formulating a policy for their future government.

Of the cruises in the *Cornwallis*, of which my father was the chaplain, I have from him one little humorous anecdote. The ship had been for some time becalmed and the Admiral was impatient to get on to his destination. It was Sunday and they were holding Divine Service, which the logs of several of his ships show that my grandfather was most careful to hold. My father was preaching, when suddenly the Admiral leaned over and plucked him by the sleeve: "Cut it short, Ned, here comes a breeze!"

Log of the Cornwallis

May 29, 1838.—Off Halifax. Fired Royal salute in honour of Charles II Restoration.

June 8, 1838.—*Pearl* 1½ miles off. Squadron in company.

June 10, 1838.—Sunday. Performed Divine Service. Steamer took us in tow! [This entry is noticeable as being the first occasion that we read of my grandfather, in the course of his long naval career, coming into relations with the modern giant—steam.]

June 12, 1838.—Passed the Island of Bic.

June 13, 1838.—*Medea* took Admiral on board and parted company.

June 15, 1838.—Moored off Quebec. Manned the yards at the Lord-Governor (*sic*) passing the ship.

June 26, 1838.—H.E. Governor-General and suite visited ship, 2 P.M.; left 4. Saluted. He visited the other ships.

June 28, 1838.—Fired Royal salute for Queen's Coronation. Illuminated ship, &c.

A special Act of Parliament had been passed, 1 Victoria, for the temporary government of Lower Canada, and a Special Council was created for the purpose. My grandfather was appointed one of these Special Councillors, and I have the "Letters Patent" of this appointment, which run as follows:

> "Commission under the Great Seal appointing the Honourable Sir Charles Paget a Special Councillor under the Imperial Act, 1 Victoria, Cap. 9. Fiat recorded in the Records of Quebec the 28th day of June, 1838, in the 15th Register of Letters Patent and Commissions."

Opposite the Seal is the counter-signature of Lord Durham himself. This is an interesting memento for Sir Charles's descendants to possess, especially those of us who have had so much to do with Canada, and who for many years have made it our home. My grandfather served his country in the Royal Navy throughout thirty years of the reign of George III, all through the reigns of George IV and William IV, with whom, as we have seen, he was on terms of intimate and trusted friendship, but it is delightful to think that during the last years of his life he served the maiden Queen Victoria and received the last and highest proof of Royal trust and favour in her reign.

> "We having taken into our Royal consideration," so the Letters Patent run, "your loyalty, integrity and ability, have assigned, constituted and appointed you, the said Charles Paget, . . . a Special Councillor for the purposes of the said Act."

How far Sir Charles Paget was able to act upon this appointment I cannot say, but his nephew, Lord Clarence Paget, who served under him in the *Pearl*, writes:

> "During the following summer (1838) Lord Durham was sent to Canada as Governor-General, and the Squadron went up the St. Lawrence to Quebec to attend him. This gave us the opportunity to make many interesting excursions to the Lakes and to Niagara."

I have some recollection of my father, who was his father's chaplain on the *Cornwallis*, alluding to this excursion, and we possessed some fine large maps of Canada of that date which I understood were given to my grandfather in his official capacity.

At the time that I had written this last paragraph I had not seen the log of the *Cornwallis*, nor the interest-

ing letter which follows. Being anxious to ascertain whether my grandfather had ever taken part in the meetings of this Special Council, I wrote to the archivist at Ottawa for information, and received from him a most kind reply which is here subjoined:

Archive Letter

In regard to my grandfather's relation to Canada I have to thank the courtesy of Mr. D. A. McArthur, of the Archive Office in Ottawa, for the information given below, in a letter dated July 6, 1911:

> "The minutes of Lord Durham's Special Council do not show that Sir Charles Paget attended any of the meetings of the Council. In fact, it may be inferred that he did not, or it would be indicated in the minutes. There is record, however, of Sir Charles Paget having accompanied Lord Durham on his journey through Upper Canada. Mr. Charles Buller, secretary to Lord Durham, in his sketch of Lord Durham's mission, written in 1840, states that 'Immediately after the publication of the Ordinances (June 28, 1838) Lord Durham, accompanied by Sir Charles Paget, the Admiral on the American Station, set out for Montreal.' On July 10 they left Montreal and proceeded to Upper Canada by way of the St. Lawrence. They continued to Niagara, where Lord Durham had ordered a brilliant military demonstration. Buller speaks of it thus: 'At this spot, the general *rendezvous* at this season of large numbers of travellers of the wealthy class of the United States, the reviews which took place attracted a crowd of spectators from the opposite side, and the presence of the Governor-General, of the Authorities of Upper Canada, of the Admiral, and of a numerous and most efficient military force of every kind was calculated to impress on our neighbours the value which the British

Government was disposed to attach to the maintenance of her Empire in Canada.' "

Sir Charles evidently returned to Quebec by the end of July, for we find from the log of the *Cornwallis* that he came on board.

July 30.—On Aug. 6 we have the entry: "Admiral left and embarked on *Inconstant*. Hauled down Admiral's flag; *Inconstant* hoisted it."

At this time, 1838–39, the yellow fever was still the dreaded scourge of the West Indies and of the Gulf of Mexico. It would seem that my grandfather must have been attacked by it soon after his return from Quebec to the southern waters of his command. On his voyage south in the *Inconstant* he contracted, so he says to Lord Minto, rheumatic fever, which resulted in the total loss of the use of his limbs and great debility and emaciation after long confinement in bed. This may have been a form of yellow fever, or the yellow fever may have supervened upon the former illness, but the total result proved fatal.

Towards the close of 1838 a strained situation had arisen between France and the Mexican Republic, possibly presaging the later interference under Louis Napoleon. The French had sent a squadron into the Gulf of Mexico, but apparently the proceedings were rather half-hearted. It was the wish of the English Government to intervene as a mediator and if possible effect a reconciliation. It is no slight proof of the high opinion which the authorities at home held of the tact, discretion, and diplomatic skill of my grandfather that they entrusted him with this delicate mission. The state of his health, however, prevented his taking those steps which he felt to be necessary, and the subjoined letter to Lord Minto, the last official document he ever wrote, reflects at once his pathetic helplessness and bitter disappointment at being unable for the first time in his life to discharge the duty entrusted to him.

Last Letter *from* Sir Charles Paget *to the* Earl of Minto.

Port Royal, Jamaica,
December 16th, 1838.

Private and Confidential.

My dear Lord,—My last letter to your Lordship from Bermuda, as well as previous ones, will have apprised you of the helpless condition I was reduced to by the long confinement to my bed, producing debility and emaciation and the total loss of my limbs, consequent in the first instance to the rheumatic fever I caught on board the *Inconstant*.

Ill and wholly unequal as I felt myself to the undertaking of even embarking at Bermuda, I determined to be carried on board in order to be put in possession of the instructions I had been given to understand I should find there, and if any amendment took place in my health to put them in execution, to the best of my power. Finding, however, in the short passage to Jamaica that I lost ground, and that in addition to my bodily ailments my nervous system (I am not ashamed, as I cannot help it, to own it) had received a shock which I lament to fear will be of lasting duration, I had the moral courage still left to feel conscious I was not in a state to undertake the execution of any service involving the safe character and honour of my country, which I should have hazarded by becoming a principal party in carrying on an intricate negotiation, which required all the energies of mind I ever possessed, and all the bodily vigour and activity I was ever blessed with, instead of being a cripple in bed borne down by suffering and latterly harassed from the effects of an almost broken heart at being reduced to the state I am in at a moment my active services are required.

Under these circumstances I have still had some consolation afforded me, to which I am indebted to your Lordship for, though I am not insensible of the importance of the trust confided to me, or of the gratification I confess it would be to me to be instrumental

in bringing about an amicable adjustment of the differences existing between the French Government and the Mexican Republic. I, nevertheless, have had the satisfaction of being impressed that in delegating the duty to another I do not avoid a service, and I was instructed that I was in no case to be drawn into a rupture with either of the contending Powers, and your Lordship has been pleased to close your last letter to me with the gratifying assurance that you feel entire confidence in my conciliatory tact and discretion as you would do in my vigour, had the occasion been such as to call for it. My public letter to the Board will inform your Lordship of my having been compelled to transfer to Commodore Douglas the charge of the squadron, and the carrying into effect the pacific views of Her Majesty's Government.

I detailed the *Pique* and *Race Horse* three days previous to the sailing of Commodore Douglas with our Minister, Mr. Packenham, to whom I gave a letter of introduction to Admiral Baudin to prepare him for the early arrival of the British Squadron on its friendly mission, and recommending to Mr. Packenham, previous to the approach of the British Squadron, to, if necessary, disabuse the minds of the Mexican authorities, if they fancied we were going to interfere in any other way than that of attempting to reconcile the difference of both parties. I hope and trust I am not too sanguine in thinking that a favourable and speedy determination will be the result, especially as I hear from the Havana that the French ships are very sickly and very sick of the service.

Your Lordship will better conceive that I can describe the grievous vexation I am labouring under at these unforeseen and unavoidable contingencies as regards myself. All I can do is to bewail and deeply express my regret that a dispensation of Providence should have been inflicted upon me at such a moment, and to entreat that your Lordship, in the event of my continued inability for active service, will select a fit Officer to relieve me in this important command, as I am, I trust, the last person who would desire to hold the honour and advantage of it beyond the period of its

pleasing God to continue me in health, to enable me to keep it with honour and credit to myself and advantage to Her Majesty's Service.—I have the honour to be, my dear Lord, with the utmost esteem, your most faithful servant,

CHARLES PAGET.

THE EARL OF MINTO, G.C.B.

Letter *from* the EARL OF MINTO, First Lord of the Admiralty, *to* SIR CHARLES PAGET.

Private.

ADMIRALTY, *February 7th*, 1839.

MY DEAR SIR CHARLES,—I have really but a moment to acknowledge the receipt of your letters from Jamaica, and to express my very great concern that the state of your health should be such as you describe. In the hope, however, of your amendment, I shall not at present take any step to relieve you in the Command, and should the state of your health require you to relinquish your Command, you are quite at liberty to come home in the *Cornwallis*. All the measures you have taken appear to me extremely judicious in the arrangements for the execution of your late instruction.—Believe me, my dear Sir Charles, very truly yours,

MINTO.

VICE-ADMIRAL THE HON. SIR CHARLES PAGET.

I have heard from my father a few particulars about the last weeks of Sir Charles. The weakness caused by the fever increased, and my father nursed him indefatigably. As a last resource he was taken on board ship, in hopes that the fresher air would revive him, but he died at sea January 29, 1839, and was buried with full honours in Bermuda. The printed account of the obsequies is appended to this Memoir.

It is hard to realise what the death of such a husband and father meant to Lady Paget and her children. His

widow, however, did not long survive him, dying at Fair Oak in 1843.

Of recent years I have visited Rogate and Fair Oak on several occasions. The house has been greatly enlarged and modernised, but a good many of the old rooms still remain as they were known to my uncles and aunts. A delightful walk shaded with fine trees runs along by the little stream where, as my father has told us, he and his brothers used to bathe, and this walk forms a feature in the reminiscences of those old days. Somewhere near in the shrubbery was a sort of summer-house or out-of-doors smoking-room which my grandfather enjoyed and which it was the special privilege of my Aunt Georgie to keep tidy and ready for his use. The old oak, from which the house and modest estate takes its name, is still standing in all its glory, and also a famous tulip tree which I believe was a great object of pride to my grandmother, Lady Paget.

It is a matter for regret that this Life of a man who certainly deserved well of his country and was beloved and admired by his family and friends, should of necessity be so fragmentary and unsatisfactory. It never seemed to occur to my father to give us anything of a consecutive or serious narrative of his father's life and of the old days. We were too young to think of asking for such information, so that almost all we ever knew about our grandparents or the life at Fair Oak came to us in the way of some casual allusion or some humorous anecdote, and, as I have said, there were no written records at all so far as I am able to learn. The untimely death of my grandfather at the comparatively early age of sixty-one, cut short a career which was just ripening to maturity, and which might probably have secured for him, on his return from the West Indian Command, a position as well recognised by the nation as that of his older and more famous brothers.

I am able to present a view of Sir Charles Paget's grave in the Naval and Military Cemetery in Ireland Island, Bermuda, as it appears at the present time, through the kindness of Miss Talbot of Hamilton, Bermuda, who photographed it for me. It is well to append here the inscription which is on a tablet in Rogate Church and the printed accounts of the obsequies.

Copy of Inscription upon the Tablet in Rogate Church.

To the Memory of
Vice-Admiral the Hon^{b} Sir Charles Paget,
G.C.H.,
who died of Yellow Fever on the 29th of Jan^{y}, 1839
in the 61st year of his age
whilst on his passage in H.M. Steamer *Tartarus* from
Port Royal to Bermuda.
In him his country lost one of her ablest servants
and his Family the kindest and most affectionate of
Friends.
He died feeling at peace with his Maker and in charity
with all Men.
"Blessed are the dead which die in the Lord."

Also to the memory of Frederica Georgiana Augusta,
daughter of Vice-Admiral the Hon^{b} Sir Charles and
Lady Paget,
Died at Fair Oak the 12th of September 1835, aged
13 years.

Also to the memory of
Horatio Henry, son of the above,
who died at sea, Midshipman on board H.M.S. *Talbot*,
the 28th of April 1828, aged 15 years.

Also to the memory of Lieut. Brownlow Henry, R.N.,
son of the above,
who died on board H.M.S. *Dublin*, the 18th of Feb^{y},
1843, aged 24 years.

Also to the memory of Elizabeth Araminta, widow of
Sir C. Paget, who died at Fair Oak Lodge,
Aug. 17, 1843, aged 56 years.

Report of my grandfather's obsequies in Bermuda,
found among old papers.

Arrival of the Remains
of the late Vice-Admiral
Sir Charles Paget, K.C.H. and G.C.H.,
Naval Commander-in-Chief on the North American
and West India Station.
His Funeral, etc.

Arrived on Thursday last, H.M. Steamer *Flamer*, Lieutenant Potbury, in 5 days from St. Thomas, with the Remains of the

Honble. Sir Charles Paget on board. The *Flamer* received the Body from the *Tartarus*, on board of which vessel he died, when on his way from Jamaica to these Islands, on the 29th ultimo. The Reverend E. Paget and Lieutenant Brownlow Paget, R.N., came as passengers in the *Flamer*.

Yesterday the Remains of Sir Charles were removed from the Dock Yard, Ireland Island, and deposited with the customary forms and honours in a vault in the Naval Burial Ground, beside the one wherein are laid the remains of that gallant officer, Admiral Colpoys.

The whole was directed and arranged by Captain Busby, the Senior Naval Officer of Her Majesty's ships and vessels of war at this Port.

Guard of Honour.

Band of 30th Regiment.

Officiating Clergyman, the Rev. J. K. Gouldney, Chaplain H.M. Naval Yard.

His Orders

Borne on a Cushion by Lieut. Lawless, R.N.

The Body.

Pall Bearers.	*Pall Bearers.*
James C. Nimmo, Esq., R.N.	Lieut. J. Potbury, R.N.
Captain Sir Willm. Burnaby, R.N.	Capt. Thomas Busby, R.N.
Colonel Robinson, 30th Regt.	Colonel Bridge, R.A.

The Body was covered with the White Ensign, and his distinguishing Flag,
St. George's Cross, unfurled, with Hat, Gloves, and Sword on the Coffin.

Chief Mourners.

His Sons:

The Rev. Edward Paget, Chaplain of *Cornwallis*.
Lieut. Brownlow Paget, R.N.

Mourners.

Hon. Robert Kennedy, Colonial Secretary.
Joseph Ballingall, Esq., Naval Storekeeper.

Clergy.

Household and personal Surgeons
Officers of the Naval Yard.
Private Friends.
Seamen of *Flamer*.
Marines of *Wanderer*.
Seamen of *Wanderer*.
Troops.

The Governor.

His Excellency Major-General Sir Stephen R. Chapman, C.B. and K.C.H.

Minute guns commenced firing on the advance of the Procession toward the Burial Ground, by H.M. Ship *Wanderer*, and the Fort at Ireland Island.

Immediately after the Funeral Service at the grave ended, a Salute of 15 guns by the *Wanderer*, and 15 guns by the Fort, were fired, the Fort commencing when the *Wanderer* fired the second gun.

This memoir may fitly close with this extract from a letter written by Sir Sanford Whittingham, Commander-in-Chief of the land forces in the West Indies, to Sir Edward Paget:

> "Ere you receive this letter, you will have heard of the sad loss we have sustained in the death of your excellent brother [Sir Charles Paget]. In a public as well as a private point of view deeply and justly is the loss deplored; for the British Navy possessed not a brighter ornament, nor could our country boast a more perfect model of the real English gentleman."

NOTE.—Sir Charles Paget's sword is in the possession of the M'Clintock family. It was given to Sir Leopold M'Clintock (who always wore it in full dress) by his brother-in-law, Captain Charles Paget.

CHAPTER X

THE GALLANT RESCUE

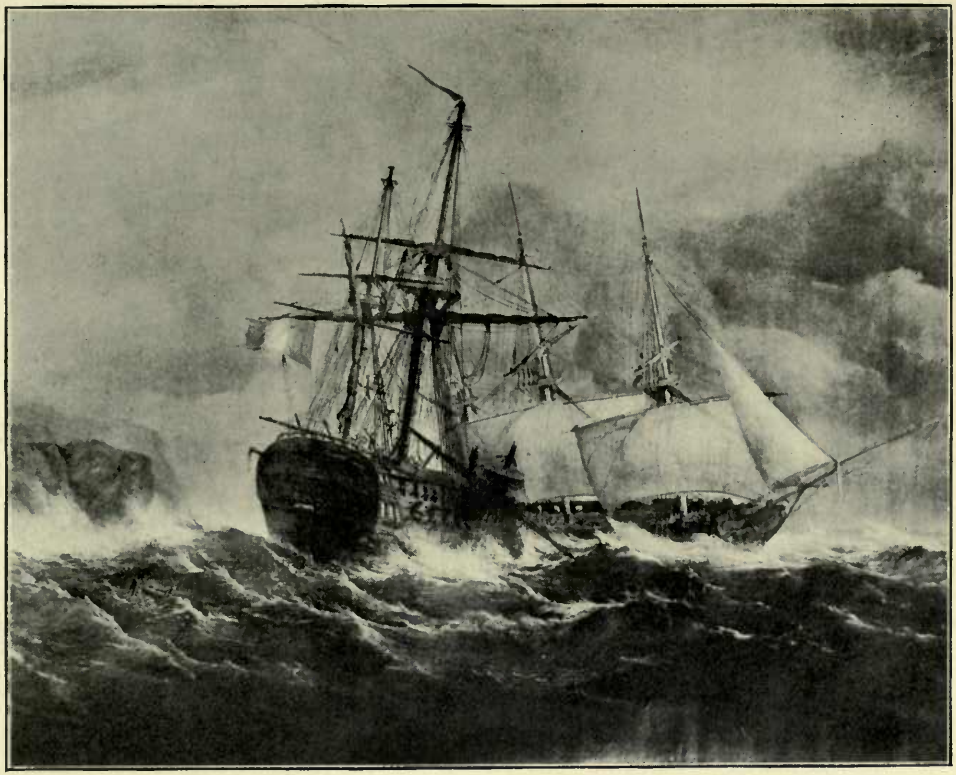
LET me endeavour to treat this remarkable incident in my grandfather's life as simply and plainly as possible.

In 1871 an oil painting bearing the above title was exhibited in the Royal Academy, and from the nature of the subject and the vigour of its treatment attracted general attention. The *Daily Telegraph*, if my memory serves me, made it the theme of a leading article.

The painting was by a renowned maritime artist, John Christian Schetky, who was successively marine painter to George IV, William IV, and Queen Victoria. This picture was painted by him in 1866, but was not exhibited until five years later, when it was speedily purchased by Admiral Sir James Hope, who enclosed his cheque for it in a very flattering letter and presented the picture to the United Service Club, in the Hall of which it now hangs.

From the letter of Admiral Hope, which is given below, it seems that he shared with the artist in composing the description of this Naval Action, which is attached to the painting and which I here reproduce.

> "Captain (afterwards Sir Charles) Paget, while cruising in the *Endymion* frigate on the coast of Spain, discovered a French ship of the line in imminent danger, embayed among rocks on a lee shore; bowsprit and foremast gone, and riding by a stream cable, her only remaining one. Though it was blowing a gale, Captain Paget bore down to the assistance of his enemy, dropped his sheet anchor on the Frenchman's bow, buoyed the cable,



THE "GALLANT RESCUE"

(*From a picture painted by* SCHETKY, *now in the United Service Club*)

and veered it across his hawser; this the disabled ship succeeded in getting in, and thus seven hundred lives were saved from destruction. After performing this chivalrous action, the *Endymion*, being herself in great peril, hauled to the wind, let go her bower-anchor, clubhauled, and stood off shore, on the other tack."

Schetky's picture of this "Gallant Rescue" is in the United Service Club, and a picture of it by Pocock hangs in my own drawing-room. The picture, when exhibited in the Naval Exhibition of 1891, inspired Sir Edwin Arnold to write the spirited poem on the subject about which I had the pleasure to speak with him in Davenport, Iowa, December 11, 1891, and which he recited the same evening at his public lecture. In his own words, he considered it "one of the finest things in the history of the British Navy."

From this description it will be seen that this action took place while my grandfather was in command of the *Endymion* frigate, *i.e.* between April 1803 and April 1805. There is one unfortunate sentence in it which declares that the "Gallant Rescue" took place towards the end of the war with France, whereas the war did not come to a close till ten years later. But this is just such an unimportant slip as men, and especially elderly men, may easily make in writing a general description of an event in the past. The authenticity of this action by Sir Charles Paget does not seem to have been questioned at the time the picture was painted and hung in the United Service Club, but in more recent days the learned and distinguished writer of the biography of Sir Charles Paget in the *Dictionary of National Biography* throws discredit upon the whole story, and gives the following reasons for his incredulity.

1. The inherent improbability of the Captain of a British frigate flying in the teeth of his instructions "to burn, sink, or destroy the enemy's ships," by rescuing one of them at the risk of losing his own.

2. That when Captain Paget was in command of the *Endymion* it was *not*, as the description states "towards the end of the war."

3. That he (the writer) had been unable to discover any record of this action of the *Endymion* in the ship's logs or in any other document.

I have ventured with all due deference to the learned writer's high authority to suggest personally in a letter to him certain grounds for considering these reasons to be insufficient to warrant his conclusion.

1. In reply to the first, I believe from family tradition that my grandfather (who at the time would have been about twenty-six years old) fully shared in that daring and almost boyish disregard of red tape and of danger which was characteristic of Nelson and numbers of his gallant fellow-seamen.

It was this temper which again and again carried them to victory against fearful odds. There is a legend in our family that my grandfather once volunteered for a wager to sail his ship between the Needle Rocks! Therefore I see nothing improbable, when his kind heart and chivalrous nature were stirred to their depth by the spectacle of this great warship with her crew of hundreds of poor fellows lying helplessly in the gale and in deadly peril of being dashed to pieces on the rocks, in his risking his ship to perform the "Gallant Rescue," while, like Nelson, he turned for the nonce a blind eye to the Admiralty instructions.

2. To the second, I think it only needful to reply that this is an unimportant and easily explicable slip made by men writing long after the event.

3. As to the non-existence of any official record of this action in the log or elsewhere, how could we possibly expect to find one? My grandfather, in performing the "Gallant Rescue," plainly disobeyed his war instructions and also risked his ship and men; any official record or report of this action must have led to his being reprimanded and possibly cashiered, for the members of the British Admiralty were Martinets and would make no allowance for sentiment. I myself have a dim recollection of hearing my father tell us of how anxious Captain Paget had been to account for the loss of his two anchors without telling the story of the rescue, and the Misses Schetky remember

THE "GALLANT RESCUE"

(*From the original picture painted by* POCOCK *in* 1807, *which is in Author's possession*)

their father telling them the same thing, which he had heard from the lips of Sir Charles Paget himself. If these considerations be fairly weighed, I think it will be seen that these reasons given for doubting the authenticity of the "Gallant Rescue" are of little or no weight.

Let me now endeavour to present the positive case for the actual occurrence of this heroic exploit.

1. The first and most important witness to be called into court is the famous naval painter Nicolas Pocock, who flourished till 1821 and whose battle scenes, pictures of ships and of places, were renowned in England in the early part of the nineteenth century, and many of them are reproduced in the woodcuts of the *Naval Chronicles*. Pocock had been a sailor before he became a painter, and he stood very high in his profession as a marine artist. Well in the year 1807, which was probably from two to three years after the Gallant Rescue had taken place, Pocock, evidently by the order of, and from the description given him by, my grandfather, executed a fine painting of this action. This picture hung on the walls of Fair Oak till Lady Paget's death in 1843, when it passed to my Aunt Mrs. Kennedy, in whose house in St. John's Wood we used to see it, and at her death came by her will to me, and is now hanging in my drawing-room. The name of the artist and date, 1807, are on the picture itself.

This almost contemporary picture of the "Gallant Rescue" has come down in the family for over one hundred years. It seems impossible to imagine such a man as my grandfather, with the inbred sense of honour of an English gentleman and an English sailor, ordering and paying for such a picture of an incident in his own career, describing the action to the artist, and then allowing it to hang on the walls of his home (where it would be constantly seen by his old shipmates), unless it was absolutely true to fact.

I may add that the writer of the articles in the *D.N.B.* admitted to me he had never heard of this Pocock picture.

2. The second piece of positive evidence is to be found in the testimony of the surviving daughters of Mr.

Schetky. These ladies, whom I visited a few months ago in their Devonshire home, remember perfectly well their father painting the "Gallant Rescue" in 1866: they remembered frequently hearing from their father (who had been intimately acquainted with Sir Charles Paget in the days of the Regency) the story of the "Gallant Rescue," which had more than once been told him by my grandfather himself. They had, moreover, visited my aunt in St. John's Wood in order to see the Pocock picture, and had never heard any doubt expressed as to the authenticity of the occurrence. I will append their letters on the subject at the close of this chapter.

3. Family tradition. Although it seems never to have been the habit of the Fair Oak family to speak of my grandfather's naval exploits—and in fact I hardly ever remember my father or my aunts alluding to them—I well recollect that when the exhibition of Schetky's painting in 1871 brought the subject to our notice, and we questioned my aunt Mrs. Kennedy about it, she referred to it as to a simple matter of course, and pointed us to the Pocock picture as illustrating what had occurred.

4. In addition to these arguments I would urge that it supplies a strong inference in favour of the authenticity of the "Gallant Rescue," that an Admiral of position like Sir James Hope should have purchased this picture and presented it to a great club like the United Service. He could not have done this had he had any faintest suspicion that the subject was a mythical one.

Such an inference is also strengthened by the standing and character of the two great marine artists, Pocock and Schetky, who, with an interval of over half a century, devoted their talents to its portrayal. These were men of standing, and with a character to uphold (Schetky was Marine Painter to three Sovereigns of Great Britain). Such men would have scorned to prostitute their art by delineating as a real action what they suspected to have never taken place.

5. Thus, after all, the train of evidence runs back to and rests upon the truth and honour of my Grand-

father, Sir Charles Paget, from whom both artists must have heard the story, and from whom the tradition must have come down through his sons and daughters to the later generation.

The following letters are given here as bearing either directly or indirectly upon the authenticity of the "Gallant Rescue."

Letter *from* Miss Schetky.

A Daughter of the Painter of the "Gallant Rescue."

Kingskerswell, South Devon,
November 7, 1912.

Dear Dean Paget,—I am sorry that I have not been able sooner to answer your letter of September 17. I am afraid we have little or nothing to add to what was contained in the letter of my sister to the secretary of the United Service Club. That letter was in answer to one from the secretary requesting us to give him any data in our power respecting the action of Sir Charles Paget represented in the picture—and it was the first intimation we ever received as to there being any serious doubt entertained of the authenticity of the story. We heard afterwards from our cousin, Commander Coode, R.N., that he was dining at the United Service Club one night just afterwards when Admiral Sir William Kennedy read out my sister's letter to the secretary, and it was unanimously agreed that the letter placed the question beyond a doubt.

It is a fact that my father with the assistance of his friend Captain (afterwards Admiral) A. B. Becher, then Assistant Hydrographer to the Admiralty, searched the log of the *Endymion* during the year of her Commission under Sir C. Paget without finding any entry regarding such a "Gallant Rescue." But my father always explained this by saying that as Sir C. Paget's

Orders on Commission were to sink, burn, and destroy any enemy's ship he encountered, he might have been compromised had it been *officially* known that he had on the contrary rescued a French ship from destruction.

My father, who as you know was Marine Painter in Ordinary to George IV, William IV, and Queen Victoria, was also Professor of Drawing at the Royal Naval College at Portsmouth from 1812 to 1837, and knew every officer of any standing in the Navy. He was very intimate with Sir Charles Paget, and it was from his own lips that he heard the story more than once. Sir Charles mentioned as to how puzzled he was as to how to account for the loss of the two anchors. A small picture dated 1807 was painted for Sir Charles from his own description by Pocock, and we saw it in the house of Sir Charles's daughter, Mrs. Kennedy, in Blenheim Road. I remember that when my father was painting the "Gallant Rescue," which was about 1866 as well as I can remember, Captain Kennedy call'd more than once to see it and talk over details. The subject was one which fascinated my father, both on account of its chivalry, and the wonderful feat of seamanship, so that he executed several of his well-known pen and ink pictures representing it, one of which was exhibited in the R. A. at a different time under the title of a "Noble Enemy." But the oil painting was not exhibited till 1871, when it was immediately purchased by his old pupil and friend, Admiral Sir James Hope, and by him presented to the United Service Club. Sir James was anxious to know the *exact* date, and for this we applied to Mrs. Kennedy, but as you know from her letter she could only tell us the date of Pocock's picture—1807—but of course the action must have occurred between 1803 and 1805.

My father was fastidiously scrupulous as to the accuracy of every event which he depicted—and I am quite sure he had no more doubt as to the veracity of the story than he had of his own existence. I am sorry that I cannot give you any more exact information.—Very truly yours,

CHRISTIANA T. T. SCHETKY.

The following extract from the letter of Miss S. F. L. Schetky (sister of the above), to the secretary of the United Service Club, January, 23, 1912, is given as supplementing the contents of her sister's letter:

> ". . . The facts as known to my sister and myself are these: The Story of the Gallant Rescue was told more than once in my father's hearing by his old friend, Admiral Sir Charles Paget, who possess'd a small picture painted for him (from his description of the incident) by Pocock. This picture my sister and I remember seeing in the house of Charles Paget's daughter, Mrs. Kennedy, who lived in St. John's Wood at the time we were living near the Regent's Park more than thirty years ago. The story as told by Sir Charles took hold of my father's imagination, and he aspired to give it more worthy representation than had been achieved by Pocock, and painted the picture now in your Club *con amore*. . . The picture was exhibited in the R. A., and there seen and purchased by Admiral Sir James Hope. . . . It has been, as you rightly say, considered one of my father's finest works.
>
> "(*Signed*) S. F. L. SCHETKY.
>
> "KINGSKERSWELL, SOUTH DEVON,
> "*January* 23, 1912."

The following was written by my aunt, Mrs. Kennedy, a daughter of Sir Charles, to Miss Christiana Schetky, who most kindly gave me a copy of it on the occasion of my delightful visit to Vicarage Corners, in the August of 1912:

> DEAR MISS SCHETKY,—I have been so very unwell since I had the pleasure of seeing your Papa, or should have called.
>
> I am exceedingly sorry I cannot give you any further information relating to Pocock's picture. The only person who *may* be able to do so is

Admiral Blake, he was a great friend of my father's, and was constantly at Fair Oak, and knew the history of most of Pocock's paintings. He might have been on the *Endymion* at the time. . . . I have the original picture done by Pocock, 1807, which you can see at any time.—With my kindest regards to your Papa and Sister, —Believe me, yours sincerely,

GEORGINA KENNEDY.

9 BLENHEIM ROAD, ST JOHN'S WOOD,
3d August, 1871.

Letter of Admiral Sir James Hope to J. C. Schetky, Esq., on his purchase of the "Gallant Rescue," a copy of which was most kindly given me by Miss Schetky on the same occasion:

May 16, 1871.

MY DEAR MR. SCHETKY,—I forward to you a cheque for £105, the price of your picture in the Exhibition numbered "108" which I desire to purchase for the purpose of presenting it to the United Service Club. I feel satisfied that you will not require an explanation of the feeling that has led me to desire that it should find a permanent resting place there, to which will be added the gratification it will be both to myself and my contemporaries in the Service that we should possess a lasting recollection of one we all so highly esteem. I will acquaint you as soon as the picture has been formally accepted by the Club, and will then place the secretary of the Club in communication with you in order to its removal there when the Exhibition closes.

It is difficult to abbreviate the description attached to the photograph consistently with a proper description of the events which the picture depicts—but as I am not entirely satisfied with that which appears in the Academy Catalogue, I daresay Miss Schetky will oblige me by for-

warding to Portsmouth a copy of that which is in the book, and I will try what I can do myself in composing one from it for the purpose of being attached to the picture.—Yours very sincerely,

J. HOPE.

In the very interesting *Biography of John Christian Schetky* by his daughter, published in 1877, a copy of which the authoress has most kindly presented to me, there are one or two letters from my grandfather to Mr. Schetky which illustrate the intimacy which subsisted for many years between them, and therefore indirectly confirm the fact given in the above letter, that Mr. Schetky derived the information concerning the "Gallant Rescue" from the hero of it himself.

In 1821, in his capacity as Marine Painter to George IV, Mr. Schetky accompanied the king in his yacht, the *Royal George*, of which my grandfather was the Captain, on his cruise from Portsmouth to Dublin. While there Mr. Schetky, to amuse the king on a long wet day, got four of the crew who sang well together to row with him in a boat under the windows of the royal cabin as it grew dusk and to sing some fine old English glees. This unexpected serenade was a great success, and Captain Sir Charles Paget afterwards wrote to Mr. Schetky: "Nothing could have been better thought of than your serenade: the King was delighted." Later on from Pavilion, Brighton, March 4, 1822, Sir Charles Paget wrote to him:

> MY DEAR SIR,—I availed myself of the opportunity which offered yesterday to present your drawings of the yacht to the King, and I am commanded by his Majesty to express to you his entire approbation of them. It will be an additional satisfaction to you to hear that the King has desired me to leave them here. There were present when I placed your drawings before his Majesty, the Duke of Montrose, Lords Liverpool, Bathurst, Melville, Conyngham, and Graham, *cum*

multis aliis, and they all expressed approbation of them.—Yours, my dear sir, faithfully,

CHARLES PAGET.

On the accession of William IV in 1830, Mr. Schetky was anxious that his appointment to him as Marine Painter should be continued. His friends, Lord Errol and Sir Charles Paget, were ready to bring his request under his Majesty's notice; and the happy result was promptly made known to him by the latter:

FAIR OAK LODGE, *July* 13, 1830.

MY DEAR SIR,—On the other side is the extract of a letter I have this day received from Sir Benjamin Bloomfield.—I am your very faithful servant,

CHARLES PAGET.

CARLTON HOUSE, *July* 12, 1830.

MY DEAR PAGET,—The King was most gracious. Mr. Schetky is to be Marine Painter Extraordinary to his Majesty.—Ever yours sincerely,

B. BLOOMFIELD.

Still later, when Mr. Schetky was successful in obtaining the Professorship of Painting at the Military College of Addiscombe, we find the following:

INDIA HOUSE, 30 *November*, 1836.

MY DEAR PAGET,—Your friend Mr. Schetky's merits have secured him the appointment at Addiscombe.—Yours very truly,

CHARLES MILLS.

FAIR OAK, *December* 2, 1836.

DEAR SCHETKY, — I wish you joy. — Yours truly,

CHARLES PAGET.

This hasty line of congratulation was written only three months before my grandfather's last and fatal appointment to the West Indian and American station.

I will bring this series of letters to a close with a recent one from my cousin, Rear-Admiral Sir Alfred Paget, who has recently held the command of the Irish naval station.

VICE-REGAL LODGE, DUBLIN,
August 28, 1912.

DEAR EDWARD PAGET,—. . . Of course I am greatly interested in my great-uncle's career, particularly as I commanded his *Endymion's* successor in 1900–1901, and also succeeded him in command of the Irish Station in 1908, *i.e.* exactly 80 years after his command in 1828. I read your memoir (*i.e.* the private one printed in 1911) with great interest, and knowing his character I feel absolutely confident that if he allowed the French Battleship incident to be painted in his lifetime it was genuine. I interviewed the French Naval Attaché, who promised that it should be inquired into, but I propose to prosecute inquiries in Paris myself . . . but I rather doubt if we shall trace the log of a vague French Battleship. The picture portrays her as a 2-decker: was there authority for that? I imagine a verbal one from Sir Charles. . . .—Yours very sincerely,

ALFRED PAGET.

This letter seems to me to be valuable as giving the point of view of a modern sailor of experience as to the feasibility and probability of the "Gallant Rescue."

I have felt it a duty to endeavour to substantiate so

far as is possible at such a distance the actual fact and the simple authenticity of the "Gallant Rescue."

It is due to my grandfather's name and honour to do this, and I am deeply indebted to all those relations and friends, and especially to Admiral Sir William Kennedy, and to the Misses Schetky, who by the suggestions they have made or the material they have furnished have enabled me to compile in this chapter what I hold to be a fairly convincing argument for the absolute authenticity of the action called the "Gallant Rescue."

In reading through and thinking over the description appended to the picture of the "Gallant Rescue" in the United Service Club there is much that is suggestive and inspiring. Modified or partly rewritten as it may have been by Sir James Hope, the original draft must have been by the artist himself. It is now certain from the testimony of his daughters that for all the facts embodied in the description he was indebted to my grandfather himself. It is impossible that the details of this delicate and splendid feat of seamanship could have been given save by one who had taken part in it. Mr. Schetky's Biography makes it clear that the painter was himself a thorough seaman in knowledge and sympathy, and therefore perfectly qualified to understand and to remember the vivid narrations of the incident as related to him by Sir Charles Paget.

On the walls of my rectory here in far western Canada I have three pictures of the "Gallant Rescue," each depicting some different moment of the action.

The first is a charming picture in pencil and wash by Mr. Schetky himself which he executed in 1866 and gave as a present to his married daughter, Mrs. Oswald, and from her step-niece, to whom it had descended, I was fortunate in securing it. It bears the artist's signature and the date. This represents the French two-decker lying almost broadside towards the rocky coast, while at a little distance out the *Endymion* is bearing down upon her.

The second is a lithograph of Schetky's large picture, which represents the two vessels in close proximity just

as the *Endymion* is driving across the Frenchman's bows and letting go her cable for the French to haul in.

The third picture is Pocock's original painting of the incident two years after its occurrence, in 1807. In this picture the French ship appears to be somewhat more dismantled than in the Schetky pictures, and the *Endymion* is represented as just drawing away from her and struggling out to sea.

I look at these glorious scenes and try to imagine my grandfather, then a young man of twenty-six, yet already with 14 years of naval experience, years in which to imbibe the gallant and chivalrous traditions of British seamen. Moreover, the solid and sober strain of his English ancestry was qualified by a strong infusion of Irish blood, with its humour and impulsive and reckless daring, while his mother contributed those exquisite qualities of honour, of chivalrous courtesy and humanity, for which the old Huguenot families were famed. I try to think of this young captain, standing on his quarter-deck, his eye quick to detect any sail on the horizon, and, as the logs of his ships testify, keen to start instantly after the "chace." Following instructions, he is cruising along the Finisterre coast on the watch for the enemy, when his telescope shows him one of their large ships of war embayed and in desperate plight. The signal of distress is flying, and through that little storm-torn rag the lives of many hundred poor fellows are crying to their enemy for aid in their deadly peril.

There must have been a hasty consultation on deck with the master, Donaldson, and the first lieutenant, Charles J. Austen, himself one of England's bravest young officers. We can imagine the rapid debate, the estimate of the risk, the final resolve voiced by the Captain, "We cannot let the poor fellows drown before our eyes."

In a moment the orders are given and the frigate is racing in before the gale towards her helpless foe. The *Endymion* is praised as a fine frigate, and it would have been a beautiful spectacle to have looked down upon this graceful vessel coming in before the storm at her own dire peril to the rescue of the Frenchman. We can feel the thrill of excitement in both the crews as they breathlessly watch the hazardous venture. To sweep

round and across the bows of the two-decker sufficiently near to be within reach, yet not too close for safety, to check the frigate's way so that the anchor might be buoyed and dropped and the cable with its buoy hurled across the Frenchman's hawser for him to grapple and haul in, must have been a manœuvre of infinite nicety. Then their mission of mercy accomplished, what a battle for life was waged by that captain and his men against rock and sea and gale.

Surely in the swiftness of resource, the cool courage, the tenacity of effort which gradually snatched the *Endymion* from her desperate strait back to the freedom of the "Great Waters," we see a notable illustration of that instinctive mastery of the ocean which seemed to have been, in those days at least, the birthright of British seamen.

As Captain Mahan shows us in his life of Nelson, the sailors of Great Britain during the war were so constantly at sea and buffeted by Atlantic gales that they grew to be perfectly at home upon the great waters, and had that love of their vessels which the old sea-song expresses:

> "This hull of oak our palace is,
> And our heritage the sea!"

This chapter may be fittingly closed by the fine poem of Sir Edwin Arnold, entitled

"THE ENDYMION FRIGATE"

Sir Edwin Arnold contributed the following spirited poem to the *Daily Telegraph* during the Naval Exhibition, May 1891. It was inspired by Schetky's picture entitled "A Gallant Rescue" of a French line-of-battle ship by Sir Charles Paget in the *Endymion* off the coast of Spain, which hangs in the United Service Club.

> The English roses on her face
> Blossomed a brighter pink for pride,
> As thro' the glories of the place,
> Watchful, we wandered side by side.

We saw our bygone Worthies stand,
Done to the life, in steel and gold;
Howard and Drake, a stately band—
Sir Walter, Anson, Hawkins bold;

Past all the martial blazonry
Of Blake's great battles; and the roar
Of Jervis, thundering through the sea;
With Rodney, Hood, and fifty more;

To him, the bravest, gentlest, best,
Duty's dear Hero, Britain's Star,
The Chieftain of the dauntless breast,
Nelson, our Thunderbolt of War!

We saw him gathering sword by sword
On conquered deck from Don and Dane;
We saw him, Victory's laurelled Lord,
Rend the French battle-line in twain.

In countless grand sea-pieces there
The green seas foamed with gallant blood;
The skies blazed high with flame and fear,
The tall masts toppled to the flood.

But ever 'mid red rage and glow
Of each tremendous Ocean fight,
Safe, by the strength of those below,
The flag of England floated bright.

"Ah, dear, brave souls!" she cried; "'tis good
To be a British girl, and claim
Some drops, too, of such splendid blood,
Some distant share of deathless fame.

"Yet still I think of what tears rained
From tender French and Spanish eyes
For all those glorious days we gained.
Oh, the sad price of victories!"

"Come, then!" I said, "witness one fight,
With triumph crowned, which cost no tear;
Waged gallant 'gainst the tempest's might."
Thus turned we to a canvas near.—

"Look! the King's frigate! and her foe!
The coast is Spain. Cruising to spy
An enemy, she finds him so.
Caught in a death-trap piteously.

"A great three-decker! Close a-lee
Wild breakers on the black rocks foam
Will drown the ship's whole company
When that one anchor's fluke comes home.

"Her foremast gone, she cannot set
Head-sails to cast her off the land;
These poor souls have to draw breath yet
As long as while a warp will stand.

"'Tis war-time—time of mutual hate—
Only to keep off, therefore, tack—
Mark from afar 'Jean Crapaud's' fate,
And lightly to 'My Lords' take back

"Good news of the great liner, done
To splinters, and some thirty score
Of 'Mounseers' perished! Not a gun
To fire. Just stand by!—No more.

"Also the Captain who should go—
Eyes open—where this Gaul is driven,
Would steer straight into Hell's mid-woe
Out of the easy peace of Heaven.

"Well, let them strike and drown! Not he!
Not lion-hearted Paget!—No!
The war's forgot! He'll let us see
Seamanship at its topmost! Blow,

"Boatswain, your pipe! Endymions, hear!
Forward and aft, all hands on deck!
Let my sails draw, range hawsers clear;
Paget from fate his foe will pluck.

"So bears she down; the fair white flag
Hoisted, full friendly, at the main;
Her guns run in; twice to a rag
The stormsails tore, but set again.

"And when she rounds to wind, they swarm
Into their rigging, and they dip
The tricolour, with hearts made warm
By hope and love—Look there! his ship

"Inshore the doomed one! and you note
How, between life and death, he keeps
His frigate, like a pleasure boat,
Clean full and by; and while he sweeps

"Athwart the Frenchman's hawse, lets go
His big sheet-anchor, buoys it—cast
Clear o'er the rail. They know, they know;
Here's help! here's hope! here's chance at last!

"For, hauling (you shall understand)
The English hawser o'er her sides,
All fear has fled of that black strand;
Safely the huge three-decker rides.

"Safe will she come to Brest again,
With Jean and Jacques, and Paul and Pierre,
And float, to fight King George's men,
Thanks to that goodly British gear!

* "But woe to bold *Endymion!*
Never was darker plight for craft;
Laid-to—all but one anchor gone!
And those hard, fateful rocks abaft!

"Fresh saved from death, the Frenchmen watched
A sailor's highest lesson shown;
They view by skill that frigate snatched
From peril direr than their own.

"To beat to windward, she must fly
Round on the starboard tack; but drives
Full on the rocks, in staying: Try
To wear her, the same death arrives.

"One desperate shift remains! She brings
Her cable to the bitts; makes fast;
Drops anchor; by the starboard swings,
And, when a-lee her stern is cast,

"Hauls on the bight and cuts adrift,
Sheets home her foresail, fills and swerves
A ship's length forth. Subtle and swift
Her aim the tempest's anger serves.

"In view of those safe-rescued men,
Foot by foot steals she room to live;
Self-stripped of hope except she win
The offing; none may succour give.

"A ship's length more, one ship's length more!
And then helm down! then something free
Comes the fierce blast. That leeward shore
Slides slow astern, that raging sea

"Widens. If once yon whitened reef
She weathers, 'tis a saviour saved!
Seamanship conquers. Past belief
She rounds. The peril hath been braved!

"Then louder than the storm-wind's yell
Rings in her wake the Frenchmen's cheer,
Bidding the good ship glad farewell
While the staunch frigate draws out clear.

MONUMENT TO SIR CHARLES PAGET

Above his grave in the Naval and Military Cemetery,
Ireland Island, Bermuda

"Never was nobler salvage made,
Never a smarter sea-deed done."

* * * * * * *

"Best of all fights, I love," she said,
"This fight of the *Endymion*."

The verses following the asterisk were omitted in the general version as being too technical. Sir Edwin Arnold most kindly sent me from Chicago his own copy with the complete poem for me to copy and return to him.—E. C. P.

NOTE.—In corroboration of what is said above as to the character of Pocock for scrupulous integrity, it may be well to add that on June 17, 1913, I visited the salerooms of Messrs. Hodgson in Chancery Lane, where a sale of Pocock's pictures was advertised, and Mr. Hodgson assured me most emphatically, from the many notes which he had seen made by the great marine-painter on his sketches and pictures, that I might rest perfectly sure that Pocock would never have painted such a picture as "The Gallant Rescue" without having assured himself absolutely of its authenticity in every detail.

CHAPTER XI

DRAYTON MANOR

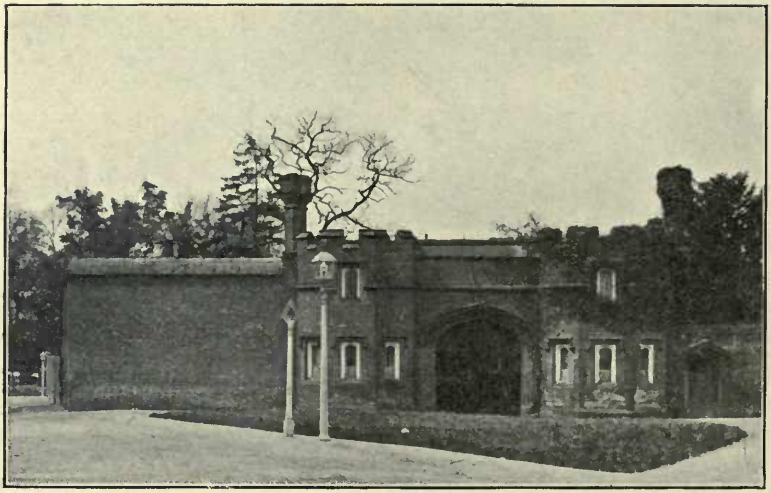
SINCE sending my sketch of the family history to the publishers from Canada I have again crossed the Atlantic, and a few days ago, on June 16, 1913, I visited West Drayton and Hillingdon. Not till then did I realise the important place that Drayton Manor held in the estimation of the early Pagets, and how imperfect a sketch would be without some reference to the subject.

As to the history, I can hardly do better than quote a few extracts from the *History of West Drayton*, written by the present vicar, the Rev. A. Row, a copy of which he kindly gave me.

"The weather-beaten, ivy-mantled tower and the massive gateway, which remains as a relic of the great mansion of the Pagets, as well as the fine avenue of trees stretching away towards Harmondsworth from the entrance to the church and the manor-hall, give dignity to the place."

The original tower of the church dates from King John's reign. A silver-gilt chalice and paten dating from 1507 are its most treasured possessions. [From these generations of Pagets must have communicated.] The registers date back to 1568, and include the burials of "The Ladie Ann Paget, wife of the first Baron, 1586; of William the fourth Baron in 1628; and many others of the family in baptism, marriage, and burials."

The Manor of Drayton, which had been held by the Dean and Chapter of St. Paul's since the reign of Athelstane 989, was in 1547 given by Henry VIII, to whom it fell by exchange for the parish of Charing in Kent, to Sir William Paget. It descended through the family (being restored after the attainder to William, fourth Baron) till 1786, when the estate was sold to Fyshe de



THE GATEHOUSE OF DRAYTON MANOR

(Built by the first Lord Paget, *circ.* 1547)

Burgh. The ancient manor-house had been pulled down in 1750.

Sir William Paget, afterwards the first Baron, in 1550 procured a special Act of Parliament, permitting him to expropriate a large part of the churchyard in exchange for other lands, and having removed the remains, built the manor-house directly in front of the west tower of the church. The foundation of the high wall which separated the house from the church is still visible. The house is said to have been a very fine one, and faced south-west. Lord Paget presumably planted the fine avenue which leads directly up to the entrance gate, now bricked up, but the pillars of which still stand. I have to thank not only Mr. and Mrs. Row for their kind information and hospitality, but also the courteous and intelligent parish clerk, Mr. Hillyer, who showed me round the ancient estates, the fine Tudor brick walls which still remain, and the remains of the retainer's quarters, of which a high wall, partly covered with lath and plaster, and a considerable building at the south side, still exist. Mr. Hillyer remembers the complete range of these buildings, which were only burnt down nineteen years ago. The Paget vault is directly under the chancel, and was made by the first Lord Paget. Here he himself was buried, his wife, and many of his descendants. No monuments or brasses are to be found, but I was informed by those who had been in the vault that fine inscriptions are to be seen on the coffins. The coffin of the first baron is very handsome, covered with red cloth, and in good preservation; that of his wife is near. The others are placed upright, and partly bricked in. Mr. Hillyer thought there were about twenty Pagets buried there, and told me that one of these had been beheaded, and the inscription on his coffin gave the reason for this; his impression was that the name was Charles Paget, and if so, it can hardly be other than the celebrated intriguer of Queen Elizabeth's reign. I have often wondered what his subsequent history had been; and it is not improbable that after his brother's death he may have ventured over to England, and there have been arrested and beheaded.

Later in the day I visited Hillingdon Church, in the chancel of which is a fine monument erected to Henry, the first Earl of Uxbridge, who died at Drayton, Aug. 30, 1743, but was buried in a vault at Hillingdon. His second wife Elizabeth, "daughter of Sir Walter Bagott of Blithfield," erected the monument. It is pleasant to know that this Lady Uxbridge left a fund for the Poor of Drayton, which is known as "The Countess of Uxbridge's Fund."

The inscription is long and laudatory, but recounts the various public offices held by Lord Uxbridge in Queen Anne's reign in the commission of the Admiralty, as Lord-Lieutenant of Staffordshire, and Privy Councillor. It also mentions his aptness and fondness for public business, his careful observance of religious duties, and his unblemished integrity. His grandson, the last of the elder branch of the family, was buried at Drayton.

It is curious to notice that while in the sixteenth and early half of the seventeenth centuries the name is spelled Paget with one "t," as at present, in the last half of the seventeenth and first half of the eighteenth centuries it became the fashion to spell the name Pagett with two "t"s, and this is also the case with Bagot, which is spelled on the Hillingdon monument "Bagott."

POCOCK'S PICTURE OF THE "GALLANT RESCUE"

This letter was received too late to be incorporated in the chapter on the "Gallant Rescue," but is added here as a valuable testimony to the authenticity of Pocock's picture.

115 Chancery Lane,
July 8, 1913.

The Very Rev. Dean Paget

Dear Sir,—We herewith enclose a copy of the catalogue of the collection of Drawings by Nicholas Pocock which we sold on April 2nd. As you will observe on reading carefully through the catalogue, Pocock was evidently in the habit of obtaining, if possible, first-hand information with regard to any actions or battles of which he painted pictures, and not infrequently he used to obtain rough sketches either of the coast-line, or of the ships, or of their relative positions in the action, from those who were present. These points are brought out, for instance, in Lots 25, 33, 39, 43, 45, 46, 49, and 52. Certainly from what we learned in cataloguing the collection in question we should be surprised to learn that Pocock at any time painted a picture of an action which did not take place, or respecting which he was palpably misinformed.—Yours faithfully,

Hodgson & Co.

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